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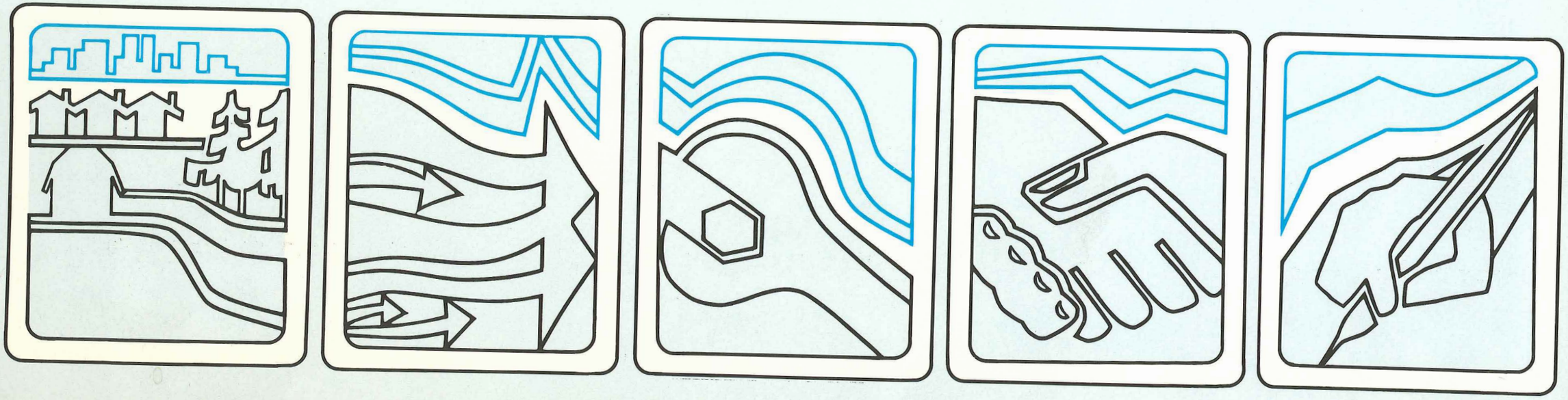
PLAN FOR THE LOWER MAINLAND OF BRITISH COLUMBIA



PLAN FOR THE LOWER MAINLAND OF BRITISH COLUMBIA

GREATER VANCOUVER REGIONAL DISTRICT

OFFICIAL REGIONAL PLAN

SCHEDULE "A" OF BY-LAW 377-1980
ADOPTED OCTOBER 23, 1980

AND CONSOLIDATED TOGETHER WITH AMENDMENTS
THERETO AS OF DECEMBER 31, 1981

PREPARED BY:

CENTRAL FRASER VALLEY REGIONAL DISTRICT
DEWDNEY-ALOUETTE REGIONAL DISTRICT
GREATER VANCOUVER REGIONAL DISTRICT
REGIONAL DISTRICT OF FRASER-CHEAM

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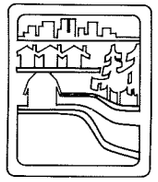

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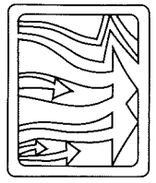

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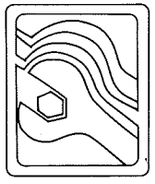

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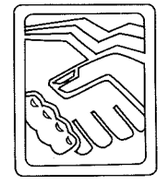

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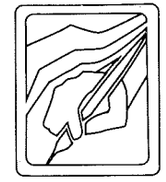

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PREFACE

This is an update of the Official Regional Plan for the Lower Mainland of British Columbia which was enacted in 1966. The update was conducted as a joint project by the Ministry of Municipal Affairs and the regional districts of Central Fraser Valley, Dewdney-Alouette, Fraser-Cheam and Greater Vancouver. The central aims of developing an updated Lower Mainland plan were as follows:

- enable the four regional districts, their member municipalities and (where applicable) the provincial government, to establish agreed broad objectives and general development directions for the Lower Mainland as a regional community;
- maintain the minimum level of regional land-use control needed to secure those agreed objectives and development directions;
- within this framework, provide the maximum flexibility for individual regional districts and municipalities in the development of their own areas; and
- provide the focus for a continuing process of monitoring, consultation and joint planning among the provincial government, the regional districts and the municipalities of the region.

OVERVIEW OF THE PLAN

The updated plan is a statement of the objectives of the regional boards for the development of the region. The plan is divided into six parts.

Part I (Introduction) places the updated plan within the context of thirty years of regional planning for the Lower Mainland, and outlines the major opportunities and constraints presented by the region's physical and economic situation. It describes the changing circumstances such as the transfer of regional planning to regional districts, shifts in public attitudes and the establishment of the Agricultural Land Reserve which together led to the decision to update the 1966 plan on a collaborative basis. This part concludes with a discussion of current trends in the development of the region and the necessity of shaping future growth to minimize the cost, inconvenience and environmental damage which would result if these trends were allowed to continue.

Part II (the Development Strategy for the Lower Mainland) establishes the rationale for the development strategy upon which the remainder of the plan is based. It shows how public concerns have been translated into a set of development objectives, a development concept and a nine-part strategy. The strategy is to concentrate more growth within the metropolitan area and in existing major valley towns, to locate more of the growth in the Fraser Valley on the north side of the Fraser River and to encourage development to take place in a way that will make efficient use of transportation, water and sewage facilities. The development of an improved transportation system which is integrated with this overall development pattern is also an important component of the strategy.

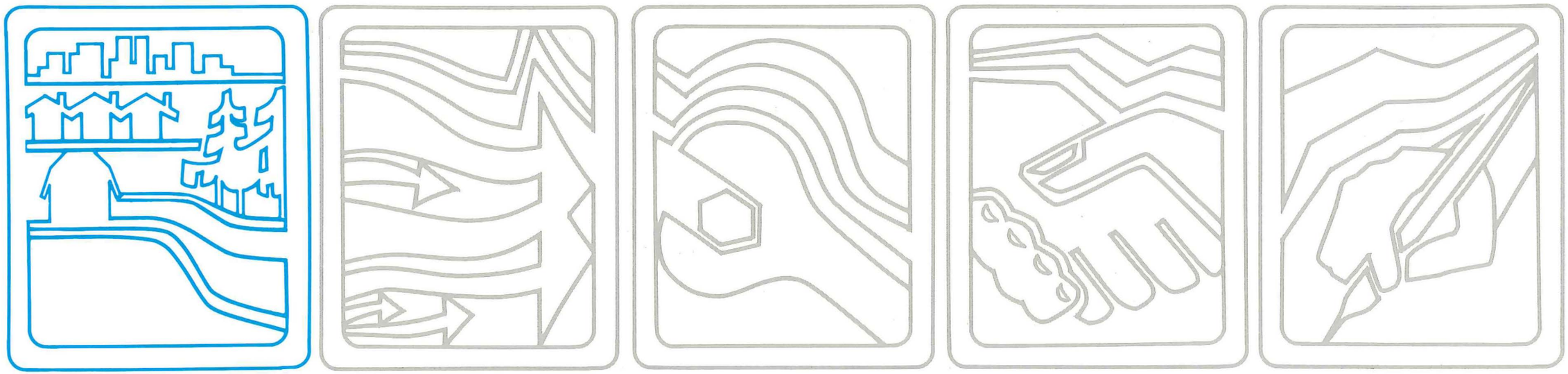
Part III (Regional Development Policies and Implementation Measures) sets out how the development strategy will be applied to the Lower Mainland's cities and towns, countryside and farms, environment and transportation and utility systems. It contains two types of provisions. The land-area policies and designations are updated provisions from the 1966 plan which establish rules for the subdivision and use of land according to broad land-area designation categories. The regional feature policies complement the land-area policies and designations by setting out the way in which such key regional features as transportation facilities, major business centres, ecologically important areas and the floodplain are to be preserved or enhanced as the region grows.

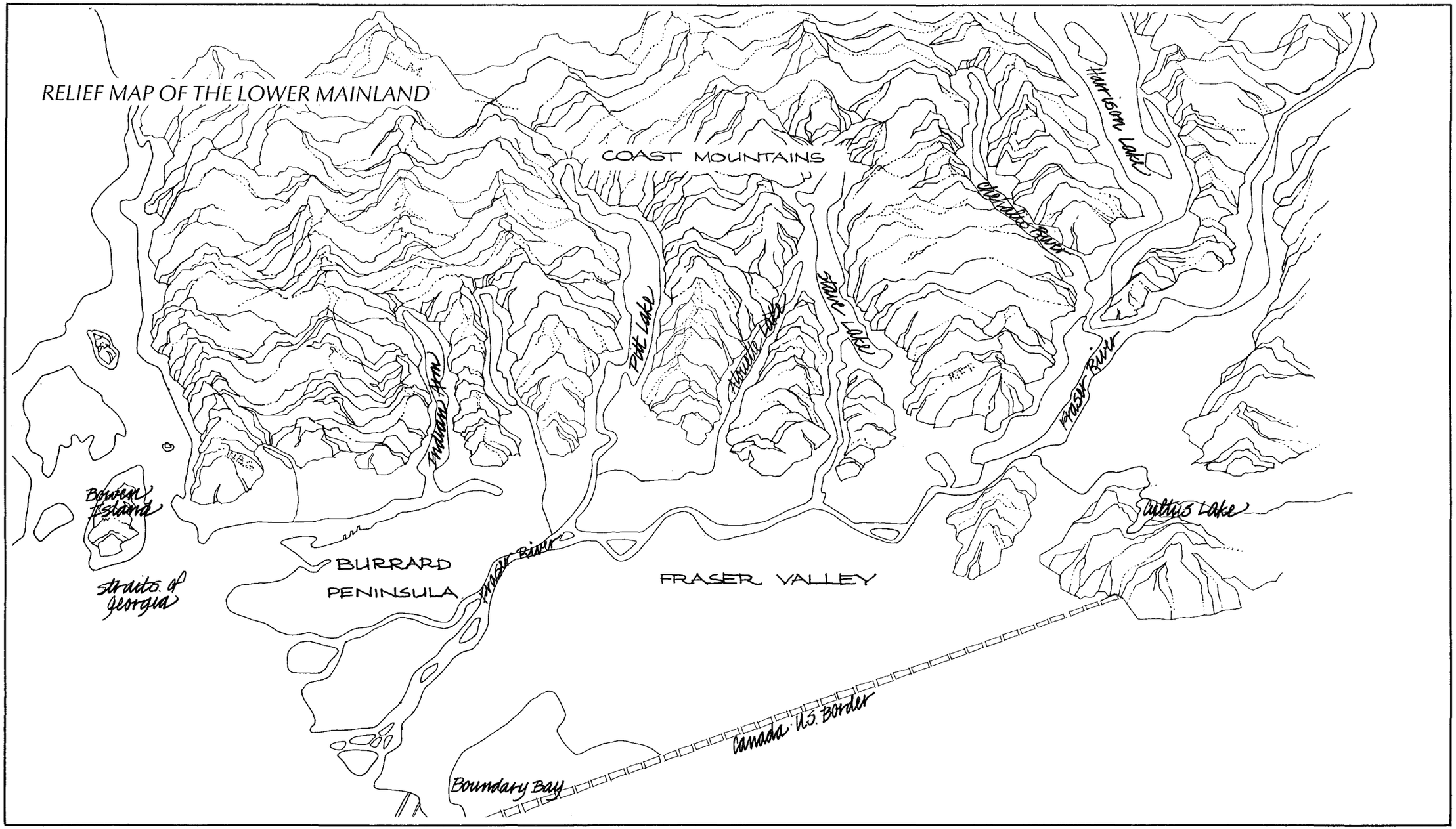
Part IV (Lower Mainland Planning Coordination) outlines the process for consultation and coordination in regional planning involving the four regional boards and key provincial agencies. The Lower Mainland Plan Coordinating Committee (formerly the Lower Mainland Planning Review Panel) plays a central role in this process by bringing together regional elected representatives for the purpose of overseeing the joint planning effort. The plan amendment procedure has been simplified as a result of the update, providing more flexibility to municipalities in many instances and leaving scope for elected representatives and staff to spend more time on issues of region-wide importance. The plan is to be kept up to date through monitoring of its performance in relation to development trends and through periodic reviews and updates.

Part V (Effect and Interpretation) describes how the regional boards have brought the plan into effect and it sets out the relationship of this plan to the municipal, provincial and federal levels of government. Under the provisions of the Municipal Act, regional districts and municipalities may not impair the realization of the objectives of an Official Regional Plan. Federal and provincial governments and Indian bands are not bound by the provisions of this plan, but they are expected to support it as an expression of public policy on the future development of the region. The provincial government in particular would provide its active support through its policy statements and through its participation in the joint planning process.

Part VI (Schedules) contains the plan schedules which are enacted and maintained by each regional district for its own area. It contains the plan maps showing the land-area designations as well as maps related to regional features policies for the regional centres, natural assets, the floodplain, the transportation network and the regional utility system.

INTRODUCTION




RELIEF MAP OF THE LOWER MAINLAND
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Harrison Lake
Lillooet River
Pitt Lake
Alouette Lake
Stave Lake
Fraser River
Indian Arm
Bowen Island
Strait of Georgia
BURRARD PENINSULA
Fraser River
FRASER VALLEY
Nahatlatch Lake
Canada-U.S. Border
Boundary Bay

INTRODUCTION

Since the 1940s the need to plan for the evolution of the Lower Mainland of British Columbia has been widely recognized. That need has never been more pressing. Growth and change continually increase the interdependence of the diverse parts of the region and accentuate the challenge of finding a balance between urban development and conservation of the region's rich natural assets. The challenge can only be met through cooperative regional planning which brings to bear the interests of all the communities of the region as well as all levels of government.

The 1966 Official Regional Plan provided an agreed and effective basis for managing the growth and development of the Lower Mainland as a single regional community, but time has taken its toll on the original commitment embodied in the passage of the plan. Many of those living in the Lower Mainland in 1980 are unfamiliar with the plan or what it means to their lives. More than half the population did not live here in the early 1960s when the basic principles underlying the plan were forged. During the intervening years a great many circumstances have changed, and there has been no process available to adapt the plan to these changes.

The plan which follows is a revision of the Official Regional Plan adopted by the Lower Mainland Regional Planning Board in 1966 and approved by the provincial government. The revised plan results from the commencement of a new phase in regional planning in the Lower Mainland, a cooperative effort between the Province of British Columbia and four Lower Mainland regional districts which assumed responsibility for regional planning in 1969 (Central Fraser Valley, Dewdney-Alouette, Fraser-Cheam and Greater Vancouver Regional Districts). This plan is a framework for a continuous process to guide the development of the Lower Mainland of British Columbia. With some minor variations, it also constitutes the basic text of the updated Official Regional Plans for each of the four regional districts.

THE LOWER MAINLAND

The area covered by the Lower Mainland plan has been extended from the 1966 planning area to include the whole of the Central Fraser Valley Regional District, the Dewdney-Alouette Regional District, the Regional District of Fraser-Cheam and the Greater Vancouver Regional District.[1] The area stretches from the Fraser Canyon to the Straits of Georgia and includes substantial mountain and watershed areas as well as the farmlands and settled areas of the southwestern corner of the region. Fifteen per cent of the total land area of 17 200 square kilometers (6,600 square miles) included in the planning area can be considered habitable and only five per cent is arable.

1. Except Bowen, Bowyer and Passage Islands in the Greater Vancouver Regional District which were not a part of the 1966 planning area and are now within the planning jurisdiction of the Islands Trust.

The dominant physical features of the Lower Mainland are the Coastal Mountains rising more than 3000 metres (9,800 feet) in the north, the Straits of Georgia with numerous bays and inlets to the west and the Fraser River and its valley of fertile lowlands and rolling uplands. Much of the Fraser River valley and its estuary land is dyked against the sea or river waters.

The Lower Mainland region plays a key role in national and provincial economic, social and cultural life. It contains more than half the population of the province and the third largest metropolitan area in Canada. The region's ports function year-round and are second only to New York in North America in cargo tonnage handled. Substantial amounts of Canada's grain, coal, forest products and other exports pass through the region on their way to world markets as do a great many imports resulting from Canada's expanding trade with Pacific Rim countries. Because of the Fraser Valley's topography, favourable soils, mild climate and proximity to major markets, it is one of the most intensively farmed areas in British Columbia, accounting for about half the dollar value of the province's agricultural output.

The Lower Mainland is an area of exceptional diversity and contrast in its landscape and communities, a region where life-styles as different as those in a canyon village, a valley farm and a Vancouver suburb exist separately but interdependently. It is an extremely attractive place to live, partly because of this diversity and also because of its temperate climate, economic advantages and superb natural environment. These features have led not only to continued population growth and economic development, but also to a public and governmental determination to preserve the region's high quality of life.

The settlement pattern of the Lower Mainland has been dominated by the growth of the Greater Vancouver metropolitan area. Since the 1950s widespread automobile ownership and improved roads have extended the urbanizing influence of Greater Vancouver to the point where it is now felt throughout the Fraser Valley. In fact, the overall density of population in the habitable part of the Lower Mainland is greater than that of the most highly developed European countries.

The Lower Mainland's population is expected to increase by about 36 per cent between 1976 and 2001. It is the central aim of this plan to ensure that this continued growth takes place in a way that allows present and future residents to live, work and spend their leisure time in a satisfying environment that conserves such crucially important resources as farmland, air and water quality, open space and natural beauty.

AN EVOLVING PLANNING PROCESS

"CHANCE AND CHALLENGE" AND THE 1966 OFFICIAL REGIONAL PLAN

Regional planning for the Lower Mainland began with the creation of the Lower Mainland Regional Planning Board in 1949. The board's mandate was to prepare a plan for the future physical development and improvement of the area in a systematic and orderly manner. After careful study, the board published a development concept ("Chance and Challenge") upon which the Official Regional Plan of 1966 was based. The concept envisaged the Lower Mainland developing as "a series of cities in a sea of green". Building livable cities and respecting the land were the main principles underlying the concept. The Lower Mainland Regional Planning Board

believed that an Official Regional Plan was essential to realizing this concept, but it recognized that a wide range of complementary governmental and private actions would also be needed.

The 1966 Official Regional Plan set out the broad objectives to be pursued in the development of the region and the land uses which would be permitted in each area. It had two main parts:

- regional objectives and general policies; and
- long-range and current-stage plan maps with specific land-use designations and policies.

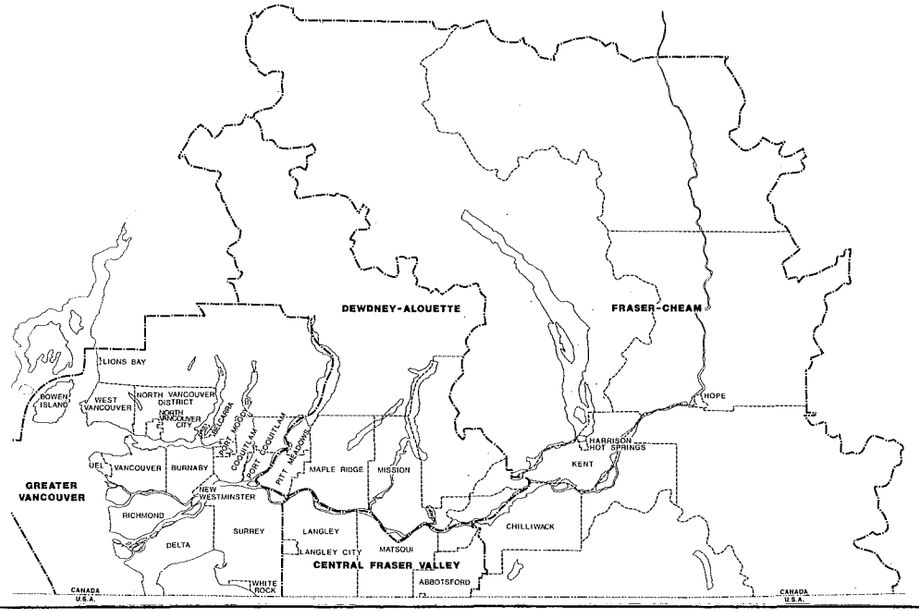
The regional objectives and general policies included the preservation of farmland, prevention of development in the floodplain and the development of compact regional towns. The long-range plan map defined the ultimate extent of URBAN, RURAL, INDUSTRIAL, PARK and RESERVE areas, while the current-stage plan map provided guidance for immediate development in the region to ensure an orderly and economical progression towards the long-range concept. For each major category of land use, the plan provided detailed policies, including subdivision and servicing requirements and the means and circumstances for designating an area for another use. This system is retained in a simplified form in this plan.

A CHANGING CONTEXT

A number of changes took place after 1966 which pointed to the need to ensure the Lower Mainland plan continues to be relevant to the needs of the region and its people.

A few years after the adoption of the Official Regional Plan, the provincial government introduced a new form of regional government for the province. The newly created regional districts were intended to provide regional services that municipalities and unincorporated areas could more effectively supply through joint or collective action, as well to offer unincorporated areas a degree of local self-government through their participation in the regional districts. Under the legislation passed at that time, one of the mandatory responsibilities of regional districts was the preparation of regional plans which could be given the status of Official Regional Plans through the passage of an appropriate by-law. Municipalities and regional districts were not permitted to undertake any enactment or work that would impair the realization of the objectives of an Official Regional Plan.

REGIONAL DISTRICTS IN THE LOWER MAINLAND



Four regional districts were created in the Lower Mainland, and in 1969 the provincial government transferred the Lower Mainland Regional Planning Board's responsibility for regional planning, including the administration of the relevant parts of the 1966 Official Regional Plan, to these regional districts. Each of the districts thus became fully responsible for the Lower Mainland plan as it applied to the part of the planning area within its boundaries. The Lower Mainland Planning Review Panel, an advisory body comprising the chairman and another board member from each regional district, was established to comment on the effect on the overall planning concept for the Lower Mainland of all proposed amendments to the 1966 Official Regional Plan.

Two later provincial initiatives had a further important impact on the context within which the 1966 Lower Mainland plan was administered. In 1973 the Agricultural Land Reserve was established throughout the province and the British Columbia Land Commission (now the Provincial Agricultural Land Commission) was created to regulate subdivision and land use within the land reserve. Other legislation established a requirement for provincial approval of by-laws affecting floodplain areas of the Lower Mainland and a requirement for provincial consent to subdivisions within the floodplain throughout the province. Although these provincial initiatives strongly reinforced the Official Regional Plan's policies of limiting inappropriate development of farmland and floodplain areas, the new legislative provisions were not incorporated in the Official Regional Plan but instead became areas of direct provincial involvement in land-use matters.

Other important changes took place in the context for regional planning after 1966 which also pointed to the need to update the plan. There were shifts in public attitudes towards such matters as growth, preservation of the environment, energy use and the role of government. Although these shifts, like the provincial initiatives, often tended to support many of the plan's objectives, they indicated a need for an assessment of its ability to continue to meet public expectations. As well, municipalities in the region made substantial progress in developing local plans within the framework of the regional plan, suggesting the need to re-evaluate the role of the regional plan in relation to local planning and land-use controls. Finally, it was recognized that all planning documents should be reviewed and updated periodically as circumstances change; in fact, the Lower Mainland plan had been prepared in the expectation that this would be done.

It had also been recognized from the beginning that the 1966 Official Regional Plan was not a complete instrument of development policy. For example, it did not contain specific guidelines as to how the regional towns should be developed, nor did it set out in detail a regional transportation system to link major urban, industrial and recreational areas. These components were to have been added to the plan by the Lower Mainland Regional Planning Board after detailed study, but dissolution of the board prevented this. In some cases regional districts carried out further studies that led to additional development or transportation policies but there was no formal mechanism to include the results of this work in a planning framework for the Lower Mainland as a whole or to keep that framework up to date.

UPDATING THE PLAN

These factors convinced the provincial government and the four regional

districts to embark on an updating of the Lower Mainland Regional Plan in 1977. Technical work for the update was the responsibility of a Technical Liaison Committee, representative of provincial, regional district and municipal staff. This work included:

- review of the effectiveness and usefulness of the 1966 plan involving a survey of municipalities, regional districts and other agencies using the plan;
- examination of region-wide policy issues;
- preparation of forecasts of future growth and distribution of population, labour force, housing needs, travel demands and economic development;
- preparation of common regional base maps, re-establishment and improvement of the region-wide data base developed by the Lower Mainland Regional Planning Board and preparation of an inventory of significant bio-physical features; and
- development of a common framework and format for the updated plan.

The results of this work were published in a series of technical memoranda and summarized in a report entitled "The Way Ahead: A Report on the State of the Lower Mainland" published in mid-1979. A preliminary draft of the updated plan was prepared in summary form and circulated for discussion. After extensive consultation with municipal councils and the staff of municipal, provincial and federal agencies, a complete draft of this updated Lower Mainland plan was prepared for discussion with the public and with municipalities prior to its enactment by the four regional boards and the provincial government.

THE CHALLENGES OF GROWTH AND CHANGE

One of the key conclusions of the review carried out as part of the update was that the 1966 plan had exerted a positive influence in shaping the development of the Lower Mainland. That influence was effected not only through the limitation of urban development on farmland, the flood-plain and future industrial lands, but also through the requirement that new urban areas be provided with water supply, sewage treatment and other urban services as a condition of their actual development. The Official Regional Plan had an important influence on municipal and regional district planning decisions between 1966 and 1979.

The review made it clear, however, that the 1966 plan would be unable to respond effectively to a number of trends in the region's development which, if left unchecked, would have a detrimental effect on the quality of life of its residents, on its natural resources and environment, and on the cost of public and private goods and services. On the basis of public concerns at the time of the update and the best available forecasts of the future, the following were identified as the major trends to which the updated plan should respond.

CONTINUED GROWTH

The Lower Mainland is a growing region. Its population is expected to increase by about 460,000 between 1976 and 2001 - more than the 1976 population of the City of Vancouver and more than twice the 1976 population of the three Fraser Valley regional districts outside Greater Vancouver. The overall economic growth rate of the region is expected to remain steady during this period.

There is sufficient space within the Lower Mainland to accommodate this growth without using land which is unsafe for urban development or better suited to the growing of food, but this can only be achieved if careful attention is paid to the distribution and intensity of activity to make the best use of the limited urban land supply.

AN AGING POPULATION

The number of middle-aged people (35-49 years) will nearly double between 1976 and 2001. Children, teenagers and young adults will form a smaller proportion of the population, while the proportion of senior citizens will continue to grow.

This changing age structure of the population will have marked effects on the demand for housing. More than 265,000 new households will be formed in the Lower Mainland between 1976 and 2001. The bulk of these will be family households, which will produce a strong demand for single-family or other types of ground-oriented housing at modest prices. If present trends are not modified, most of these houses will be built far from the metropolitan core where vacant land is relatively plentiful and inexpensive.

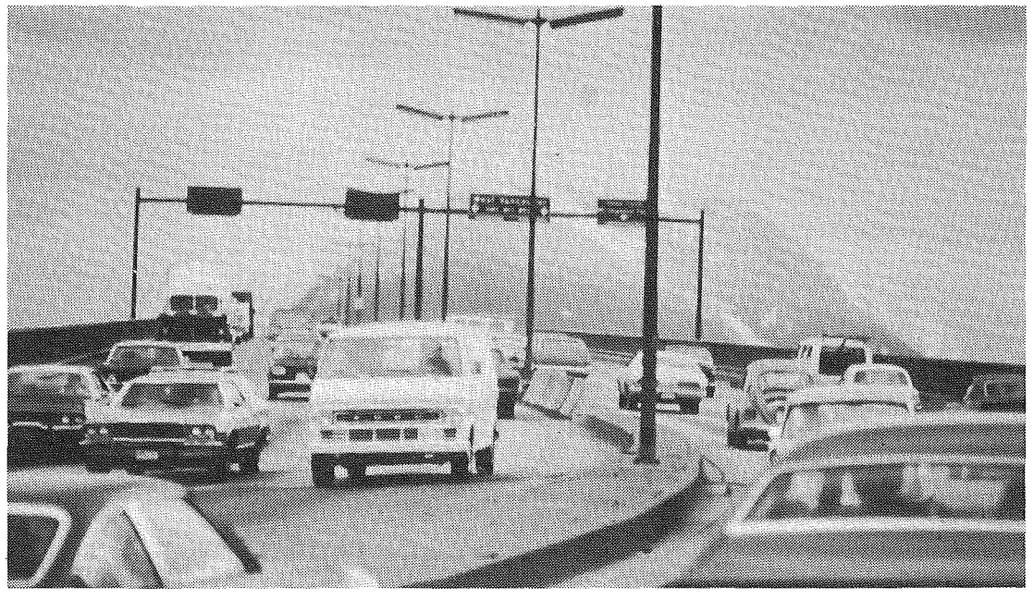
INCREASING DISTANCE BETWEEN JOBS AND WORKERS

If no attempt is made to counter the trends evident in 1980, more than half the substantial growth in population between 1976 and 2001 will take place outside Greater Vancouver, mainly in the Central Fraser Valley Regional District and the Dewdney-Alouette Regional District. Since the fastest labour force growth will occur in areas of rapid population growth, most of the 315,000 new workers will be Fraser Valley residents.

In contrast, most of the 300,000 new jobs which will be created will be in the business and personal service sectors. The trend is for this job growth to occur mainly in downtown Vancouver and the suburban municipalities close to Vancouver.

This imbalance in the location of new jobs and new workers will, if uncorrected, be costly and inconvenient to workers, employers and govern-

ments. It will put heavy demands on the present transportation system and overload new facilities, increase the time and money spent by individuals getting to and from work, and waste energy.



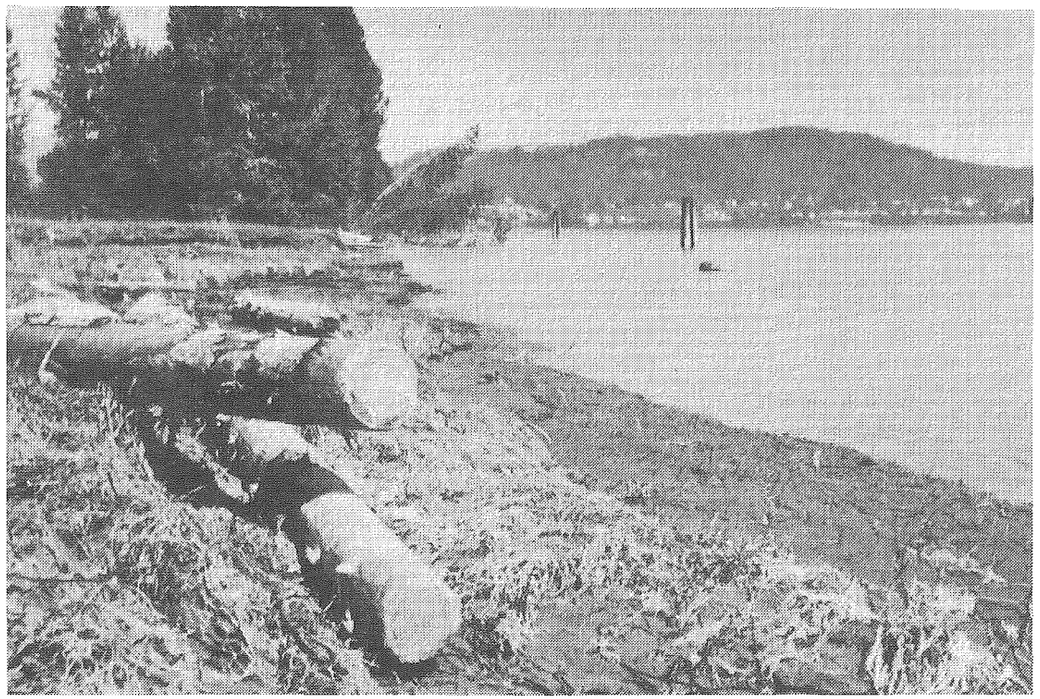
GROWING TRAVEL DEMAND; INCREASING DEPENDENCE ON PRIVATE AUTOS

The increasing length of average journeys is the main factor in a continuing growth in travel demand which in the late 1970s was increasing at a rate of 4 to 5 per cent per year in spite of a drop in the population growth rate to less than 2 per cent per year. Development patterns prevailing in 1980 will produce a demand for nearly 240,000 more commuter trips per day by the year 2001, including 43,000 more Valley-to-Greater Vancouver commuter trips daily. The accommodation of this growth would require a doubling of the highway capacity that was in place in 1980, at a staggering cost in new roads and bridges and in disruption of existing communities in the metropolitan area.

The relatively dispersed pattern of new development which prevailed in the Lower Mainland between 1971 and 1976 can only be practically served by automobile. Without a concerted effort to change land-use patterns in conjunction with transportation improvements, the region will continue to become increasingly dependent on the private automobile and its transportation problems will become increasingly intractable. The wisdom of this course of action is open to question on grounds of energy consumption, pollution, inconvenience to residents, disruption to communities, and the cost of providing roads and parking space.

PRESSURE FOR URBAN DEVELOPMENT ON FARMLAND AND FLOODPLAIN

Development patterns in the 1970s placed increasing pressure on the richest farmland in the Fraser Valley and on areas lying within the floodplain of the Fraser River. If no counteracting influence is exerted, the larger proportion of the population growth between 1976 and 2001 will take place in the rural areas and smaller cities outside of the substantially urbanized metropolitan area. Nearly two-thirds of that growth would be located in the prime agricultural area south of the Fraser River. At present densities, this development pattern will rapidly consume the limited supply of land suitable for urban development in these areas, leaving little alternative to the incursion of urban development into farming and floodplain areas.



GROWING DEMAND FOR RECREATION AND OPEN SPACE

The parks, wilderness and other recreation spaces have always been one of the Lower Mainland's most attractive features. In the future the leisure activities of the Lower Mainland's residents will place ever-increasing demands on these ecologically sensitive assets and outdoor recreation spaces. Established recreation and park areas will experience a large increase in use. If protective action is not taken, increased competition for space will lead to the disappearance of many informal fishing bars, hiking trails and wildlife habitats. This protection is particularly important for one of the region's most significant assets, the Fraser River and its estuary.

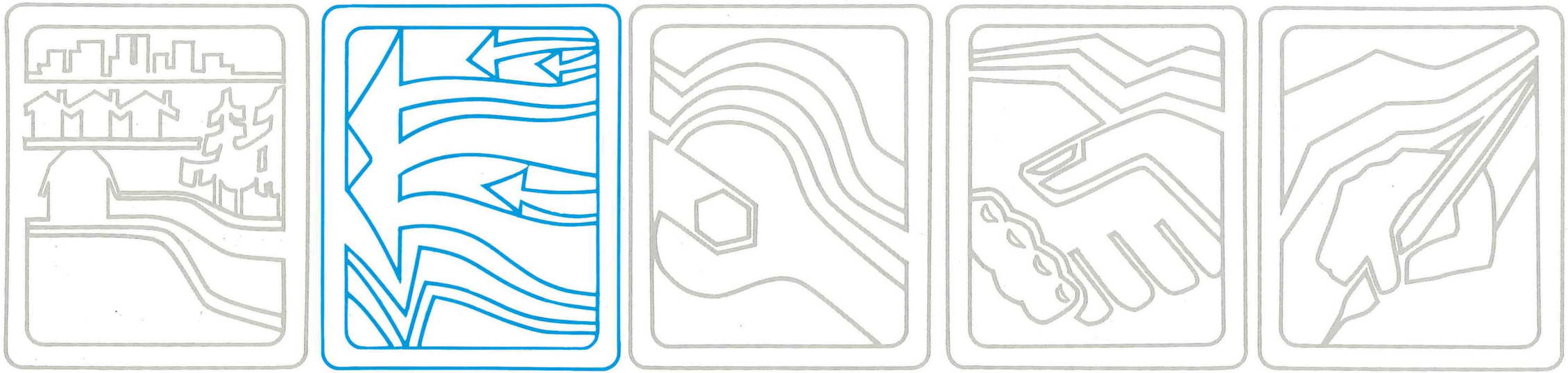
The expanding demand for space for leisure also presents a number of opportunities for the further development of tourist facilities on an active and coordinated basis.

A RENEWED COMMITMENT

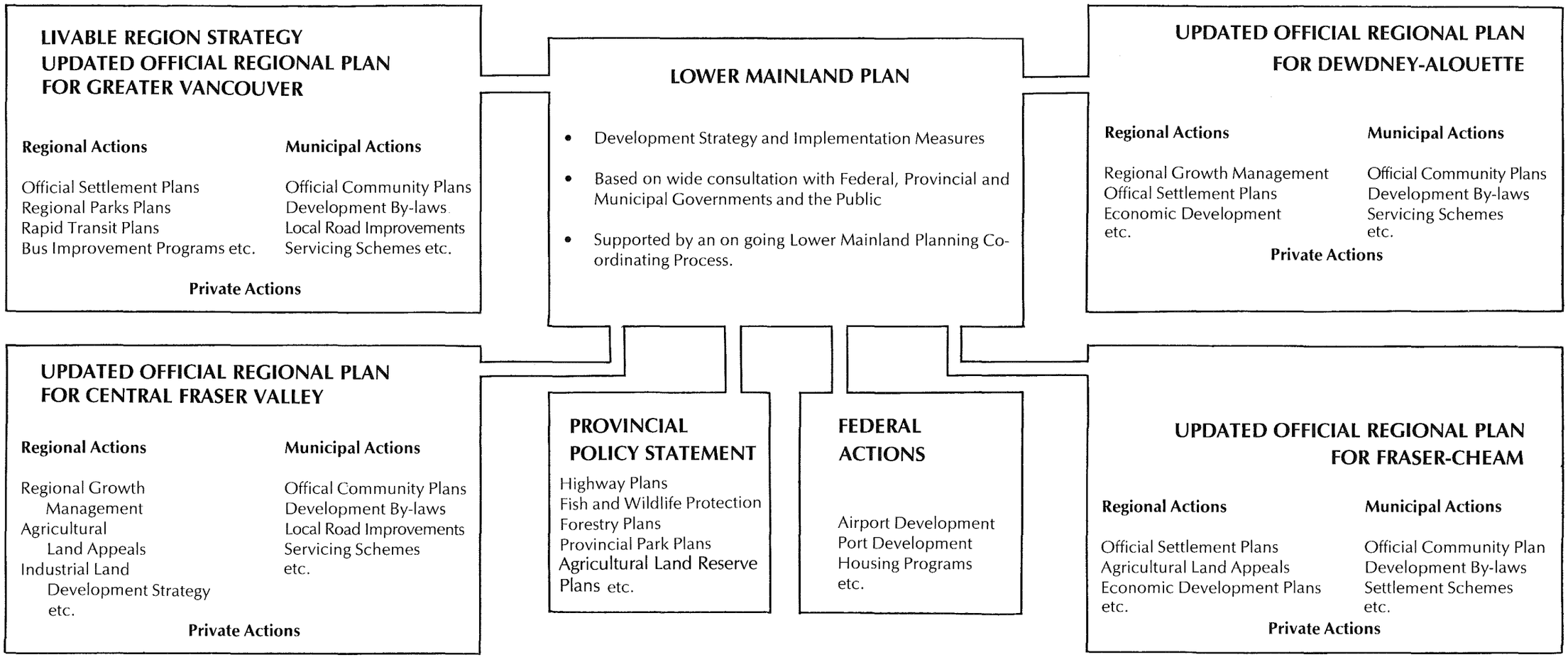
These development trends are a convincing reminder of the need for a renewed commitment to coordinated Lower Mainland planning which brings together the diverse perceptions and perspectives of all parts of the region. Only through this type of approach can the Lower Mainland's people and their governments recognize and respond to the challenges and opportunities posed by continuing growth and change.

The development strategy outlined in Part II is the centrepiece of this coordinated approach. It is the basis of the implementation measures contained in the updated Official Regional Plans of regional districts, but it is also the guiding framework for municipal plans and services as well as for the federal, provincial and private activities which can contribute much to a better Lower Mainland.

THE DEVELOPMENT STRATEGY FOR THE LOWER MAINLAND



HOW THE PLANS FIT TOGETHER



THE DEVELOPMENT STRATEGY FOR THE LOWER MAINLAND

If positive action is not taken, the continuation of the present pattern of development in the Lower Mainland will have increasingly harmful effects on its attractiveness as a place to live and work. Such action must be based on a coherent strategy which identifies the important things to be preserved or enhanced and establishes a coordinated set of actions to achieve a better overall development pattern for the region. Such a strategy helps the complex array of governments and private sector organizations to work together to ensure that the expected economic and population growth takes place in a way that will enhance the region's quality of life and protect its natural environment.

The 1966 plan was based on the development concept for the Lower Mainland which was set out in "Chance and Challenge". As part of the process of updating the plan, the development concept was re-examined, revised and supplemented to form a development strategy which is an integral part of the updated Lower Mainland plan. The strategy is thus the foundation for the Official Regional Plan of each of the four regional districts and the basis for the implementation measures contained in Part III.

As illustrated in the diagram on the following page, the development strategy is derived from a wide range of sources. These include public concerns, experience with the 1966 plan, contributions from government agencies and the results of the research carried out as part of the plan update. These sources are reflected in the development objectives, expressions of public priorities and concerns which can serve as a basis for a governmental response. The objectives can be pursued through a number of different development concepts which describe the general directions the evolution of the region could take, depending on the priority given to each objective. The concepts have been evaluated according to criteria such as cost, feasibility and impact on individual residents and on local autonomy. This evaluation identified the concept which best satisfies the objectives and the criteria. The concept was then refined into the development strategy which forms the basis for this plan.

LOWER MAINLAND DEVELOPMENT OBJECTIVES

The development objectives recognize and build on the fact that the Lower Mainland is a satisfying place in which to live. It is a unique region because of its diversity, its spectacular scenery, its climate, its abundant natural areas, and the high quality of its air and water. The region's prosperous economy and viable agricultural community provide a significant range of employment opportunities as well as necessary goods and services. The recreational opportunities offered by the Lower Mainland's open areas are among its most important assets. People are proud of the Lower Mainland, they enjoy living here, and they want to preserve the features which make this so.

In maintaining the quality of life in the region, it is important to preserve options for the future and to ensure that development does not unnecessarily deplete renewable resources such as water, air and vegeta-

tion or result in the exposure of people to risk through settlement on lands subject to hazards from floods, landslides or similar occurrences.

Other desirable features of the Lower Mainland should be emphasized and enhanced in its future development. The region's ports are a mainstay of the region's economy; their viability and positive impact on other sectors are to be enhanced. Diversification in industrial development and in employment is needed to help the region to supplement its traditional sources of economic strength. A broader range of choice in housing, shopping and workplaces and in the types of jobs available would not only diversify and strengthen the region's economy, it would also reduce the burden of some residents who now have to spend too much of their income on housing and too much of their time getting to work. Better use can be made of existing assets and investments by emphasizing the full utilization of water, sewer, transportation and other public services which are already installed and by expanding access to the recreation areas with which the region is endowed. The conservation of energy, particularly oil

EVOLUTION OF THE DEVELOPMENT STRATEGY

PUBLIC ISSUES, CONCERNS AND PROBLEMS

- Public concerns
- Views of elected representatives
- Views of federal and provincial agencies
- Experience with 1966 plan
- Results of research
- Forecasts and projections

LOWER MAINLAND DEVELOPMENT OBJECTIVES

PRESERVE

- Farmland
- Floodplain and other hazardous areas
- Environmental quality
- Natural assets
- Renewable natural resources
- Economic viability
- Recreational opportunities
- Options for the future

ENHANCE

- Choice of housing, shopping and work places
- Range of job opportunities
- Community identity and self-sufficiency
- Access to an increased range of recreation opportunities
- Economic and efficient transportation for people and goods
- Access to and utilization of transit service
- Utilization of present public facilities
- Opportunities for industrial development and diversification
- Energy conservation
- Farming as an economically viable livelihood
- Contribution of ports to the regional economy

POSSIBLE DEVELOPMENT CONCEPTS

- Continuation of present trends
- Cities in a sea of green
- Maximum Economic development
- Husbanding the region's resources
- Major new city in Fraser Valley

EVALUATION CRITERIA

- "Fit" with Development objectives
- Feasibility
- Cost in money and resources
- Impact on local autonomy
- Impact on individual

PREFERRED CONCEPT

Cities in a sea of green

REFINED CONCEPT

A well-defined metropolitan area and a number of valley towns and other urban areas linked by efficient transportation facilities and surrounded by productive farmland, stable rural areas and protected environmental and recreational areas.

DEVELOPMENT STRATEGY

1. Protect farmland, floodplain and natural assets from urban and industrial development.
2. Develop and enhance the use of farmland and other natural resources for the long-term benefit of the Lower Mainland.
3. Locate more of the total population growth within the metropolitan area.
4. Locate more of the population growth occuring outside the metropolitan area to the north of the Fraser River.
5. Focus four-fifths of Fraser Valley growth in five valley towns.
6. Promote higher residential densities in the metropolitan area and the valley towns.
7. Focus new commercial employment and high and medium density housing in and around the metropolitan core and existing regional centres.
8. Improve the balance in the distribution of jobs and labour force in all parts of the Lower Mainland.
9. Provide transportation and physical services in a way which will reinforce the development concept.

LOWER MAINLAND DEVELOPMENT OBJECTIVES

PRESERVE	ENHANCE
Farmland	Choice of housing, shopping and work places
Floodplain and other hazardous areas	Range of job opportunities
Environmental quality	Community identity and self-sufficiency
Natural assets	Access to an increased range of recreation opportunities
Renewable natural resources	Economic and efficient transportation for people and goods
Economic viability	Access to and utilization of transit service
Recreational opportunities	Utilization of present public facilities
Options for the future	Opportunities for industrial development and diversification
	Energy conservation
	Farming as an economically viable livelihood
	Contribution of ports to the regional economy

and gas, is obviously a key concern.

The objective of enhancing community identity and self-sufficiency is one of the most important in this plan. Not all communities in the Lower Mainland enjoy these attributes now, and current development trends point toward a situation where it will be difficult for communities experiencing rapid population growth to ensure that the full range of housing, employment, shopping and community facilities will be available for existing and new residents. The consequent development of these areas into "bedroom communities" can lead to high taxes and inconvenience for residents. Their dependence on other areas for jobs, shopping and entertainment increases the pressure for additional transportation facilities and wastes energy. The plan also supports the continued viability of the smaller, more remote communities in the region, such as Boston Bar and Lake Errock.

Total balance in community development is an impossible ideal, however, and it would make for monotony and a lack of character in the region's cities and towns. Communities in which development is constrained or assisted by their location, by public policies or by market realities should not expect or be expected to accept all the costs or benefits of a given growth pattern. Regional planning can help to reduce the detrimental effects of such a pattern to some degree, but a complete solution would depend on a willingness among the Lower Mainland's municipalities to establish a means of sharing both the expenditures and the taxes which result from growth.

The enhancement of economical and efficient transportation is a crucial objective in a region such as the Lower Mainland, with its major metropolitan core located in the western extremity and the complexities introduced by the rivers, inlets and farmland. Because of the increasing urgency of energy conservation and the disruption highway facilities can bring to residential and agricultural areas, transit should receive increased emphasis.

As the cost of food produced outside the region increases, the importance of enhancing the agricultural productivity of the Lower Mainland grows. Agricultural production is foreseen to increase to a point where three-quarters of the produce consumed in the Lower Mainland will be grown locally. To achieve this, the importance and interests of farm areas and farm operations must be fully recognized in the development strategy, and complementary actions to improve farm viability must be taken.

THE LOWER MAINLAND DEVELOPMENT CONCEPT

The development concept which best fits these objectives is based upon the concept established by the Lower Mainland Regional Planning Board for the 1966 plan: "a series of cities in a sea of green - a valley of separate cities surrounded by productive countryside and linked by a regional freeway network". This concept has been modified in three ways to reflect our experience since 1966, the revised development objectives and the much larger area covered by the updated plan. These modifications are:

- the "cities" will be smaller in size and fewer in number to reflect lower population growth than was originally expected, and to encourage a greater diversity of urban areas as part of the objective of fostering local community identity, autonomy and self-sufficiency;

- the emphasis on freeways has been redirected to include other modes of transportation in order to conserve energy and reduce dependence on the private automobile; and

- the nature of the "sea of green" has been delineated more fully to reflect the priority being given to farmland preservation, more effective countryside planning, environmental preservation, and the careful use of the mountains, canyons and lakes in the more remote parts of the region.

Hence, the concept on which the updated Lower Mainland plan is based is as follows:

LOWER MAINLAND DEVELOPMENT CONCEPT

> A METROPOLITAN AREA AND FIVE VALLEY TOWNS AND OTHER URBAN AREAS LINKED BY EFFICIENT TRANSPORTATION FACILITIES AND SURROUNDED BY PRODUCTIVE FARMLAND, STABLE RURAL AREAS, AND PROTECTED ENVIRONMENTALLY SENSITIVE AND RECREATIONAL AREAS.

This concept not only satisfies the development objectives, but it also meets the important criteria of cost, feasibility, impact on local autonomy and impact on the individual. It has the additional advantage of being practically and organically based on the historical development of the communities of this region, on the aspirations of its people and on the experience gained in 30 years of regional planning. The establishment of the development concept and strategy as an integral part of the Lower Mainland plan will provide a comprehensive focus for dealing with the issues raised by the continuing growth of the region.

THE LOWER MAINLAND DEVELOPMENT STRATEGY

The strategy addresses not only the preservation of key assets and features but also the distribution of population, housing, shopping areas and jobs as well as the supply of water, sewer, transportation and other services in keeping with the development concept.

Implementation of the strategy is a multi-faceted task involving a host of initiatives. No single action by any agency will achieve or thwart the strategy. Official regional plans, in particular, are limited mainly to the preservation of assets and features; the distribution of activities and supply of services in a way which supports the strategy depend on other initiatives by regional districts, municipalities, other levels of government and the private sector.

LOWER MAINLAND DEVELOPMENT STRATEGY

The strategy consists of nine interconnected elements:

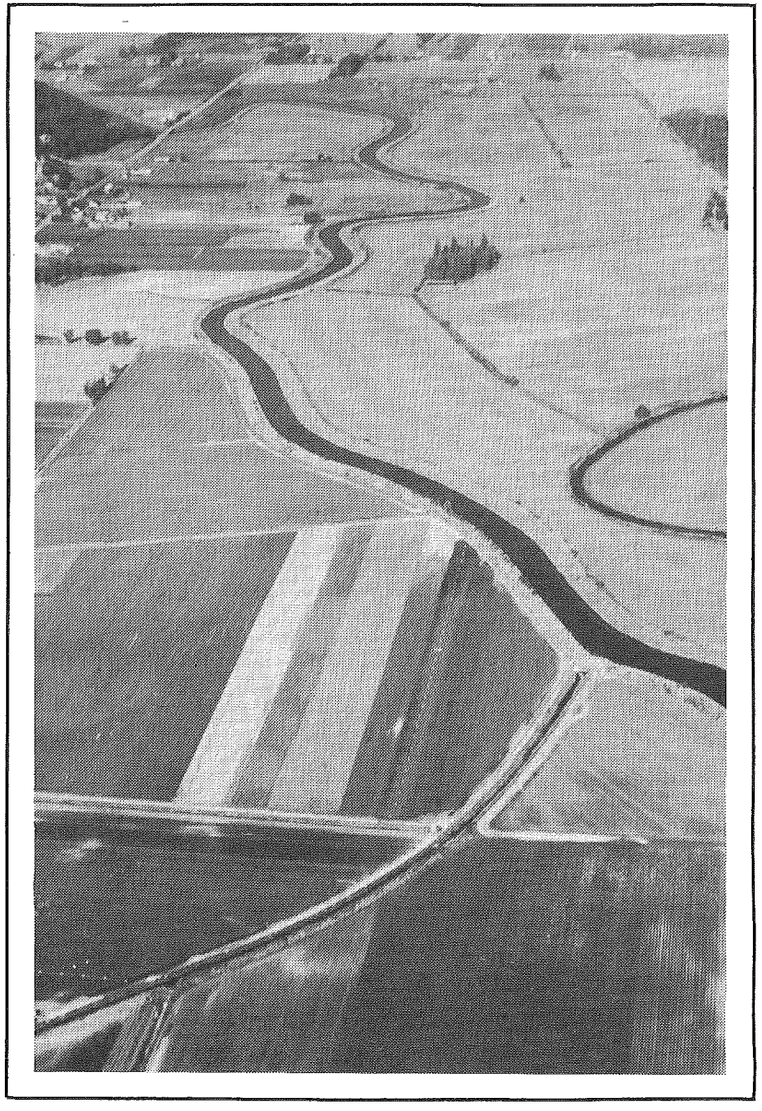
1. PROTECT FARMLAND, FLOODPLAIN AND NATURAL ASSETS FROM URBAN AND INDUSTRIAL DEVELOPMENT.
2. DEVELOP AND ENHANCE THE USE OF FARMLAND AND OTHER NATURAL RESOURCES FOR THE LONG-TERM BENEFIT OF THE LOWER MAINLAND.
3. LOCATE MORE OF THE TOTAL POPULATION GROWTH WITHIN THE METROPLITAN AREA.
4. LOCATE MORE OF THE POPULATION GROWTH OCCURRING OUTSIDE THE METROPOLITAN AREA TO THE NORTH OF THE FRASER RIVER.
5. FOCUS FOUR-FIFTHS OF FRASER VALLEY GROWTH IN FIVE VALLEY TOWNS.
6. PROMOTE HIGHER RESIDENTIAL DENSITIES IN THE METROPOLITAN AREA AND THE VALLEY TOWNS.
7. FOCUS NEW COMMERCIAL EMPLOYMENT AND HIGH AND MEDIUM DENSITY HOUSING IN AND AROUND THE METROPOLITAN CORE AND EXISTING REGIONAL CENTRES.
8. IMPROVE THE BALANCE IN THE DISTRIBUTION OF JOBS AND LABOUR FORCE IN ALL PARTS OF THE LOWER MAINLAND.
9. PROVIDE TRANSPORTATION AND PHYSICAL SERVICES IN A WAY WHICH WILL REINFORCE THE DEVELOPMENT CONCEPT.

1. PROTECT FARMLAND, FLOODPLAIN AND NATURAL ASSETS FROM URBAN AND INDUSTRIAL DEVELOPMENT

Outright protection from urban development is required for the region's productive farmland. A clear delineation between agricultural areas and urban areas is essential to provide long-term security to farms and to minimize urban development pressures and conflict between agricultural operations and activities associated with urban areas. Within agricultural areas the needs and practices of the farm community must take precedence over other activities.

Urban development in areas susceptible to flooding from the Fraser River and its tributaries is already extensive in the Lower Mainland. The minimization of the total public and private investment which would be at risk in the event of a flood is an objective shared by all levels of government. The plan directs new urban development away from the floodplain and other hazardous areas. In areas where no alternative to further development in the floodplain exists, the floodproofing of new buildings and other installations is a necessary prerequisite for such development.

Measures are also needed to protect important natural assets such as the Fraser River and its estuary, the mouth of the Chehalis River, Pitt Polder and other biologically productive areas, and major scenic and open space features such as Boundary Bay and the mountains to the north and the southeast. The plan provides a comprehensive inventory of these assets and a series of implementation measures which will assist in their protection.



2. DEVELOP AND ENHANCE THE USE OF FARMLAND AND OTHER NATURAL RESOURCES FOR THE LONG-TERM BENEFIT OF THE LOWER MAINLAND

The Lower Mainland region is rich in forests, productive farmland, fish-spawning streams and aggregate resources. Industries based on these resources make a significant contribution to the region's economy. The development and use of these resources requires careful management in relation to the long-term needs of the region's people and its natural environment. Of particular concern is the need to promote the local processing of a high proportion of forestry, mining and agricultural products close to their point of origin within the region. The plan's policies foster this approach and attempt to avoid conflicts in priorities.

The plan's provisions encourage multiple use of resource areas for recreation as well as resource harvesting and extraction. Continued population growth will require increased recreation access to major resource development areas such as Hemlock Valley, Cultus Lake and the mountains on the north side of the Fraser Valley and Burrard Inlet.

3. LOCATE MORE OF THE TOTAL POPULATION GROWTH WITHIN THE METROPOLITAN AREA

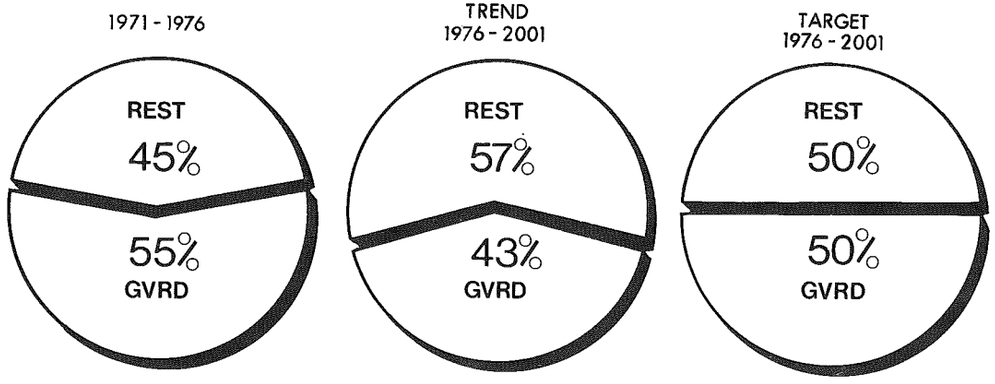
An increasing share of the total population growth in the Lower Mainland has tended to locate outside the metropolitan area (Greater Vancouver Regional District), and the trend is for this to continue.

The metropolitan area provides seven-eighths of the jobs in the region, and even under the development strategy this proportion is

expected to decline only moderately in the future. This area has substantial amounts of land suitable for compact urban development for which most of the water supply, sewage treatment, transportation and other community facilities are already in place. Encouraging more residential development in the metropolitan area reduces the Lower Mainland's total urban land demands, minimizing conflict with farm areas and important natural areas. It provides the maximum opportunity for living close to work, limiting the need for new transportation facilities and reducing demand for energy. Such a step would also ease the disruption caused by the rapid rate of population expansion in some other parts of the Lower Mainland and reduce the flow of through traffic in many communities.

This element of the strategy seeks to modify the present trend to the point that half the total population growth between 1976 and 2001 occurs within the present metropolitan area.

PROPOSED DISTRIBUTION OF POPULATION GROWTH: GVRD AND THE REMAINDER OF THE LOWER MAINLAND

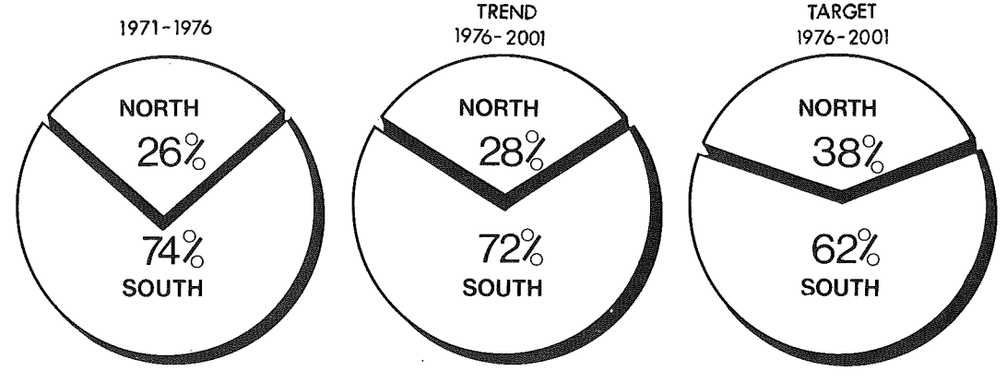


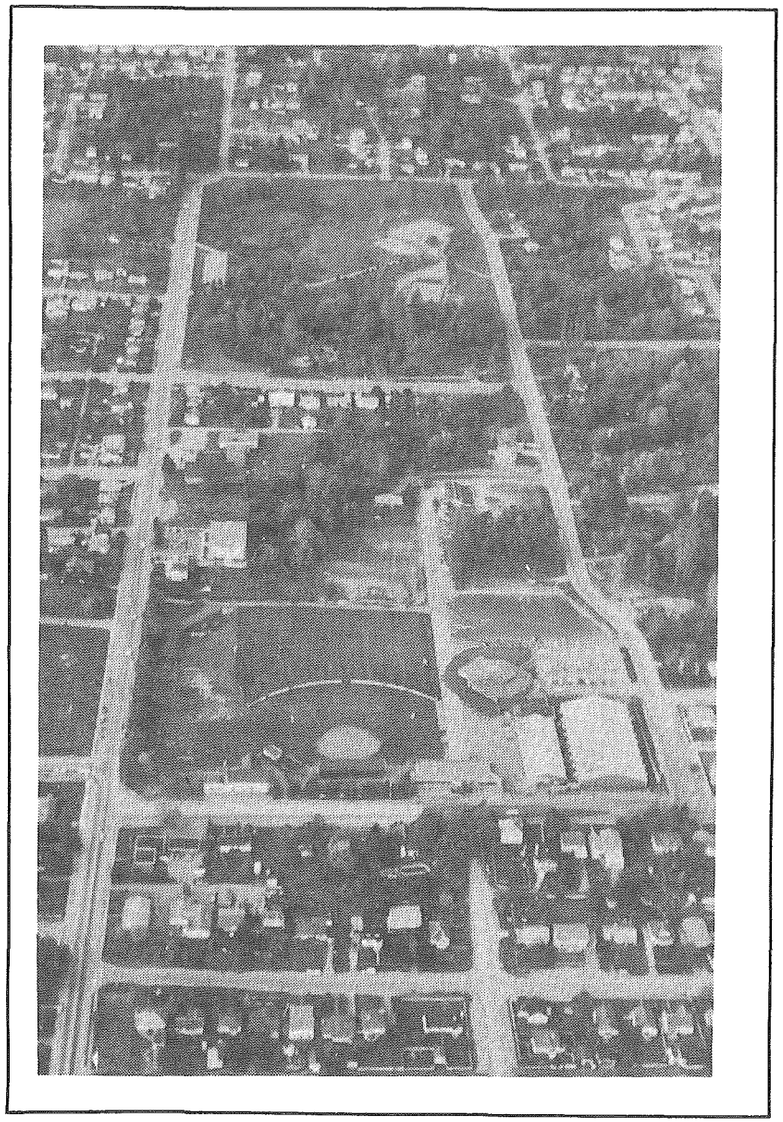
4. LOCATE MORE OF THE POPULATION GROWTH OCCURRING OUTSIDE THE METROPOLITAN AREA TO THE NORTH OF THE FRASER RIVER

If present trends continue, 72 per cent of the population growth outside the metropolitan area will occur on the highly fertile, relatively flat south side of the Fraser River, mainly in the Central Fraser Valley Regional District. This trend will bring increasing pressure for urban development on the good agricultural land in that area, some of which is also in the floodplain. In contrast, on the north side of the river (mainly in Dewdney-Alouette Regional District), there are large areas of upland which do not have high quality soils and are well-suited to urban development.

The development strategy would increase the proportion of population locating north of the river from 26 per cent to 38 per cent. Substantial improvement in transportation service on the north side of

PROPOSED DISTRIBUTION OF POPULATION GROWTH OUTSIDE THE GVRD: NORTH AND SOUTH OF THE FRASER RIVER





the river will be needed if this approach is to be successful. Strong and explicit complementary land-use controls will also be needed on both sides of the river.

5. FOCUS FOUR-FIFTHS OF FRASER VALLEY GROWTH IN FIVE VALLEY TOWNS

About 56 per cent of the population in the Fraser Valley outside of the metropolitan area is located in five valley towns, which are the urban parts of Abbotsford-Clearbrook, Langley, Mission, Maple Ridge-Pitt Meadows and Chilliwack. Valley towns combine two roles. They have a longstanding historical role as urban areas serving their own population and the rural population in their immediate areas, and an emerging role as key locations in the continued urbanization of the Lower Mainland resulting primarily from the growth of the metropolitan area.

As a consequence of the dispersed pattern of development in the 1970s, the trend is for an increasing proportion of population growth to take place outside these established valley towns. The development concept aims to modify this trend by focusing more population and economic growth in valley towns rather than continuing the tendency to disperse growth over the rural and farm areas.

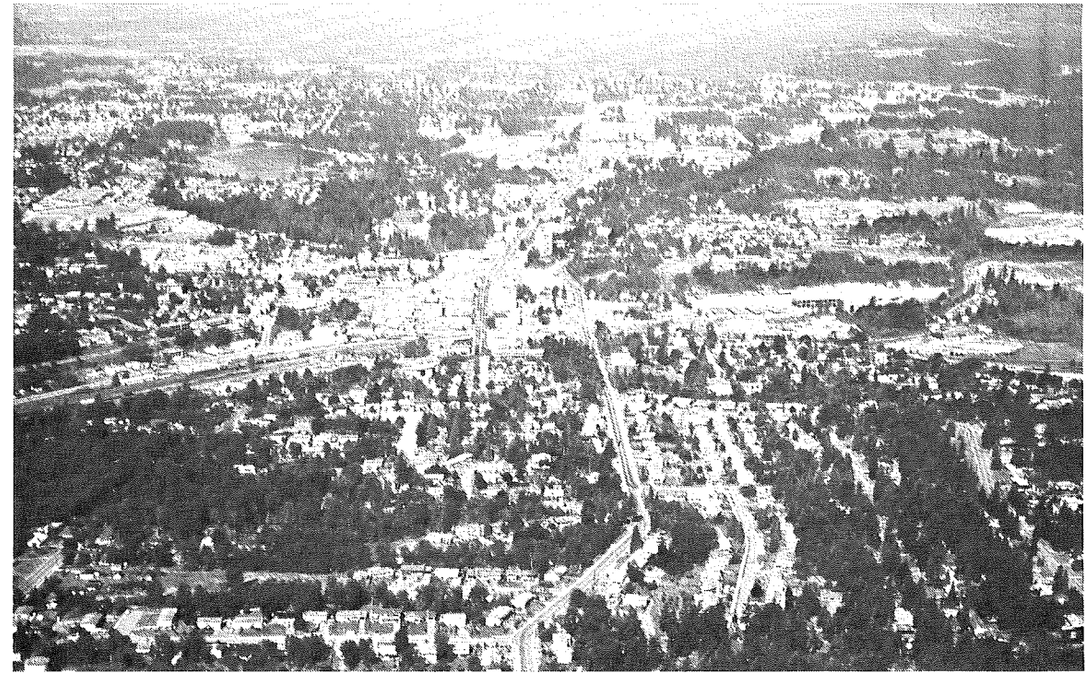
The valley towns have sufficient suitable land and are in appropriate locations to accommodate a significant proportion of total Fraser Valley growth. If complementary planning and development initiatives are undertaken by municipal and regional authorities to ensure efficient use of the space available, these towns can supply the full range of residential, commercial, cultural, recreational and

industrial facilities required by a relatively self-sufficient urban community within a major metropolitan region. The provision of a wide range of housing types and job opportunities in these towns will reduce the need for residents to commute to the metropolitan area to work. Focusing growth in valley towns will help achieve the objectives of enhancing community identity and self-sufficiency, increasing access to and utilization of transit and other public services, and providing more economic and efficient transportation for people and goods.

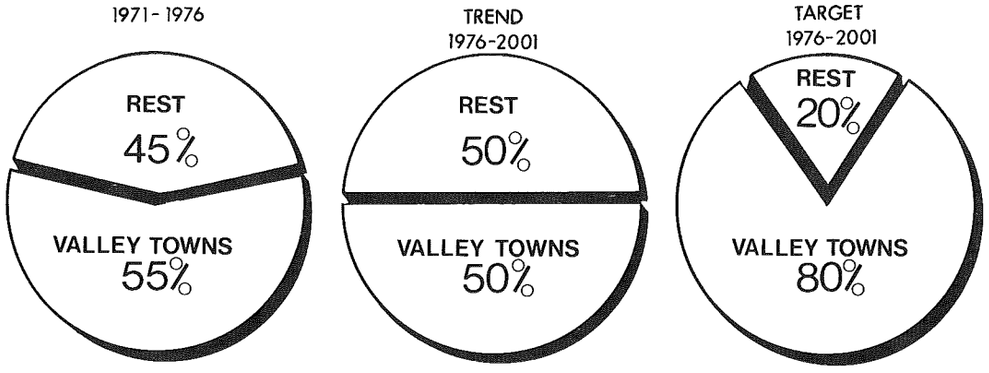
The four valley towns of Abbotsford-Clearbrook, Langley, Maple Ridge-Pitt Meadows and Mission will continue to experience rapid expansion as a result of their location in relation to the metropolitan area and the availability of substantial amounts of suitable land. The strategy reinforces the need for careful preparation for the substantial expansion of population which will occur in these areas in the 1980s and 1990s. A concerted effort is needed to develop employment opportunities in these valley towns and to improve their transportation connections to the metropolitan area.

Chilliwack valley town will be subject to less growth pressure than the other towns because of its distance from the metropolitan area, even though its actual rate of growth will be higher than that of the metropolitan area. The ability of Chilliwack valley town to accommodate extensive growth is constrained by its surrounding highly productive agricultural lands and its position within the floodplain.

If current trends were to continue, half the population growth in the Fraser Valley outside the metropolitan area would occur in the five valley towns. Under the development strategy, this proportion would increase to four-fifths.



PROPOSED DISTRIBUTION OF POPULATION GROWTH OUTSIDE THE METROPOLITAN AREA: VALLEY TOWNS AND OTHER AREAS



6. PROMOTE HIGHER RESIDENTIAL DENSITIES IN THE METROPOLITAN AREA AND THE VALLEY TOWNS

There is a substantial variation in average residential densities in different parts of the region, as shown on the table opposite. The trend in newer areas in recent years has been to lower-density types of development in response to a continuing high demand for family accommodation in the form of the traditional single-family detached house on a relatively large lot.

This demand for family accommodation is expected to continue at 1980 levels for about fifteen years and then begin a gradual decline. The region's population will find the dispersed, low-density type of residential community design more difficult to sustain in the face of mounting energy costs, increasing land values and mortgage interest rates. It would be impossible to achieve the development strategy upon which this plan is based if development continues at present densities,

SAMPLE RESIDENTIAL DENSITIES IN THE LOWER MAINLAND 1976

	Units per gross hectare	Units per gross acre
West Heights (Mission)	4.7	1.9
Laityview (Maple Ridge)	7.4	3.0
Ten Oaks (Matsqui)	4.9	2.0
Clearbrook (Matsqui)	7.7	3.1
Aldergrove (Langley Township)	4.9	2.0
Brookswood (Langley Township)	6.2	2.5
Sumas (Chilliwack)	6.2	2.6
Tsawassen (Delta)	6.2	2.5
Highlands-North Vancouver District	7.4	3.0
Coquitlam (Como Lake)	9.9	4.0
North Burnaby	11.1	4.5
Burnaby Metrotown	74.1	30.0
Southeast Vancouver	16.8	6.8
Kerrisdale (41st & West Blvd.)	72.8	29.5
Whalley (Surrey)	7.2	2.9
Broadmoor (Richmond)	8.9	3.6
Lonsdale (North Vancouver City)	78.3	31.7
Ladner (Delta)	10.4	4.2
West End (Vancouver)	189.6	76.8

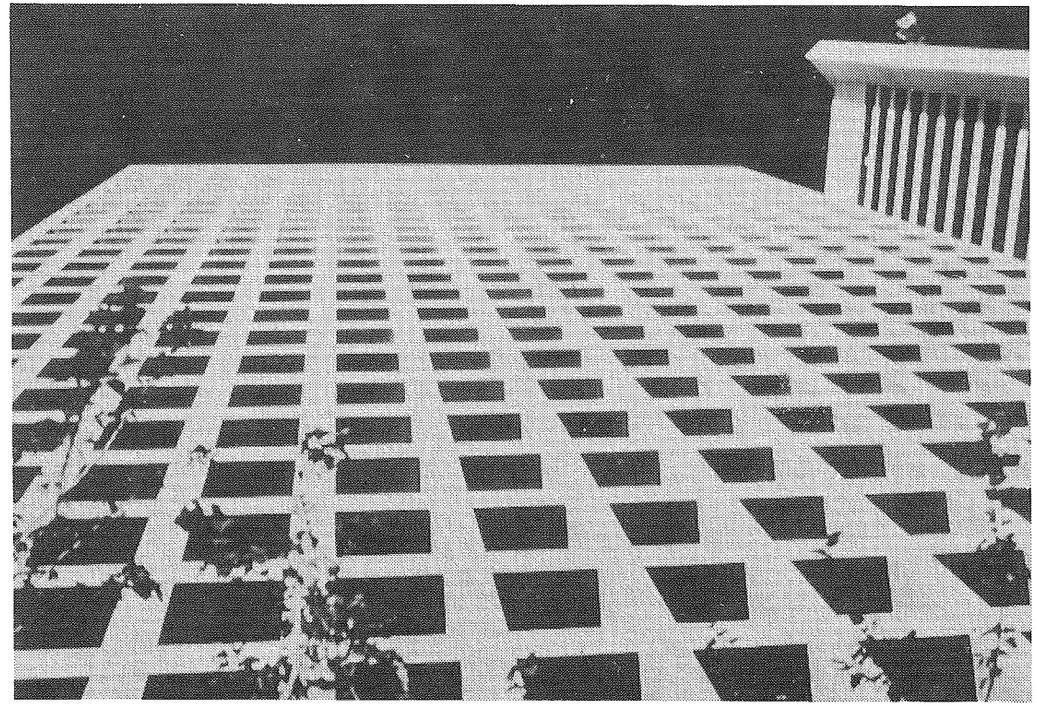
because there would be insufficient land available outside the agricultural areas and the floodplain in certain parts of the Fraser Valley for the people who will have to be accommodated. From the perspective of the public sector, such low-density forms of development are costly to service with water and sewer pipes and they are very difficult to serve with economic public transit.

For these reasons, the achievement of higher residential densities through infilling of existing residential areas and through more compact design of family housing is a key element of the strategy. Extensive cooperation involving municipalities and the private sector is essential to its realization.

7. FOCUS NEW COMMERCIAL EMPLOYMENT AND HIGH AND MEDIUM DENSITY HOUSING IN AND AROUND THE METROPOLITAN CORE AND EXISTING REGIONAL CENTRES

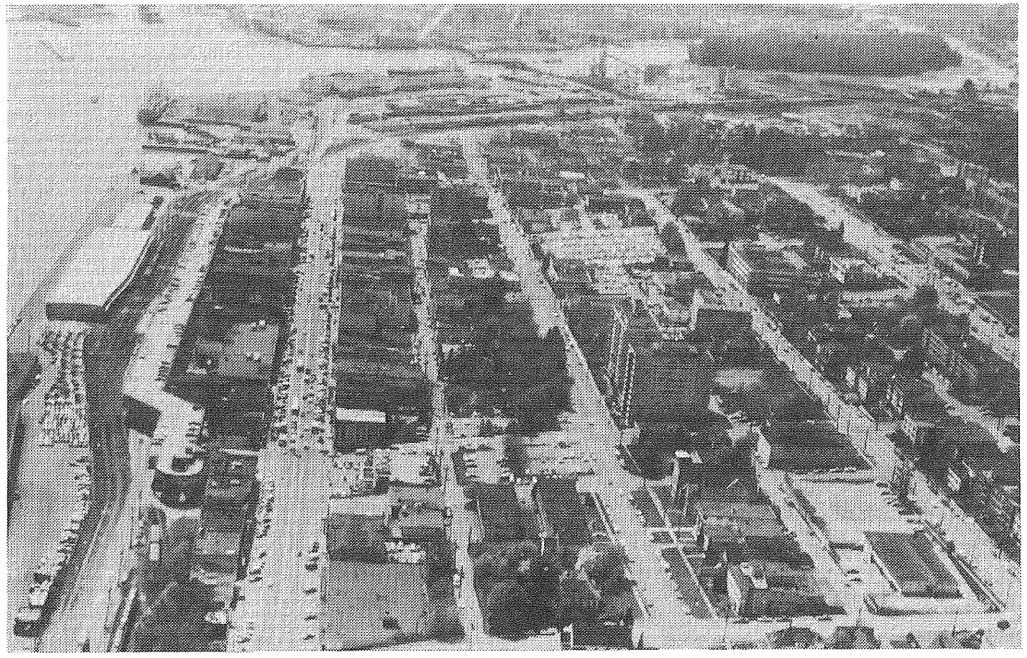
There is a wide diversity of existing business centres in the Lower Mainland and the development strategy recognizes the need to pay particular attention to the development of such centres as key focal points for their urban areas and to the transportation facilities linking centres to each other and to their surroundings.

The metropolitan core (Downtown Vancouver) will continue as the business, financial, communications and cultural centre of the Lower Mainland and of British Columbia. It is important that sufficient space be reserved in the metropolitan core to allow it to continue this role. The future development of this area must take account of the need to balance the growth of employment at this location with the constraints imposed by the existing and potential capacity of the transportation system to move employees between jobs in the core area and the relatively distant areas of residential growth.



The other centres in the Lower Mainland will continue to play roles influenced by their physical and economic situations and the aspirations of their own communities. For example, the Brighouse centre in Richmond will continue to provide a wide range of services to a market area which is expected to grow moderately. The City of North Vancouver is restoring the Lonsdale area as a centre, taking advantage of the improved transit access to Downtown Vancouver offered by the Seabus.

Within the metropolitan area of Greater Vancouver, special attention must be paid to the major centres in areas expected to accommodate growing populations. These are the regional town centres of Burnaby Metrotown, Downtown New Westminster, Coquitlam and Whalley-Guildford. These centres are intended to provide a broad range of employment opportunities, community and cultural facilities, housing and other services. They will be linked together and with the metropolitan core by a rapid transit system. Regional town centres will resemble the downtown of a small city and play a similar role in the lives of the people in their part of the metropolitan area.



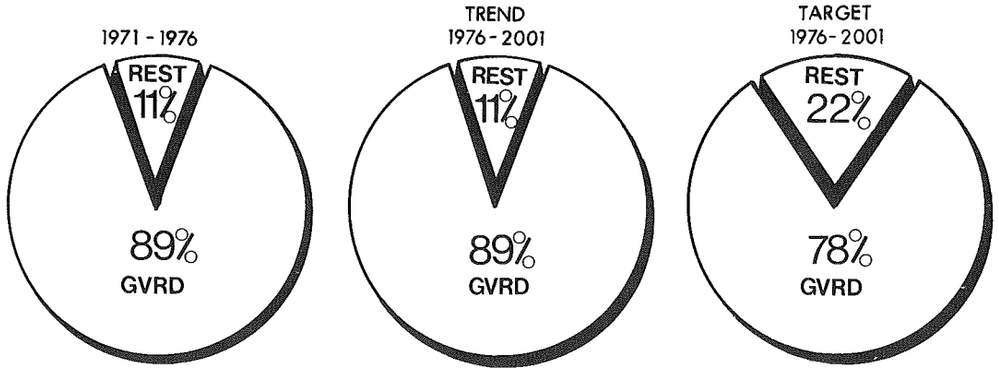
The central areas of the five valley towns are expected to develop in a manner similar to regional town centres at a rate which will reflect the growth of the population in their trading areas. As central business districts for valley towns expected to double in population between 1976 and 2001, the centres of Abbotsford-Clearbrook, Langley, Mission and Maple Ridge-Pitt Meadows require careful and coordinated regional and local planning. These centres should evolve as key links in the transportation network, including the introduction or further development of public transit systems, and as important focal points for local shopping, services and community life. Of equal importance is the need to establish municipal land-use controls to discourage the establishment of competing activities such as shopping centres in rural or agricultural areas.

Chilliwack's centre will continue to provide commercial, shopping and administrative facilities for the residents of the city as well as the rural population in an area extending as far as Hope, Agassiz, the Columbia Valley and easterly portions of Abbotsford. These facilities will continue to develop at a rate commensurate with the more moderate growth of this valley town.

8. IMPROVE THE BALANCE IN THE DISTRIBUTION OF JOBS AND LABOUR FORCE IN ALL PARTS OF THE LOWER MAINLAND

The preservation of the Lower Mainland's economic viability, the enhancement of its port and agricultural industries and the diversification of its industrial base are among the development objectives upon which the strategy is based. They reflect the importance of continued economic development to all parts of the region. The appropriate distribution of this economic development is a major element of the development strategy.

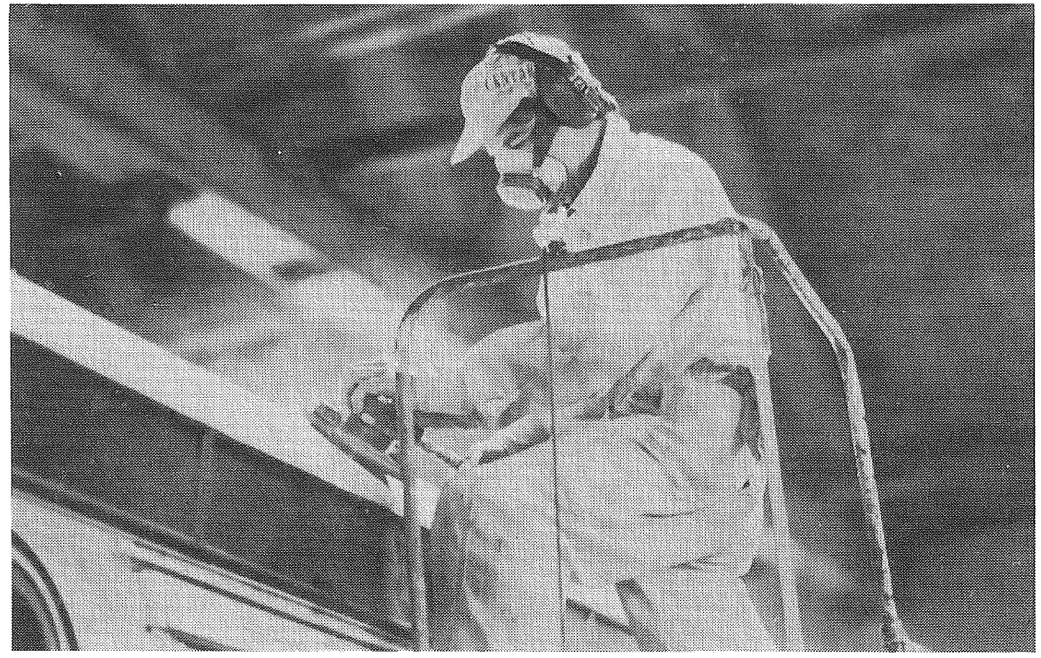
PROPOSED DISTRIBUTION OF EMPLOYMENT GROWTH IN THE LOWER MAINLAND: GVRD AND THE REMAINDER OF THE LOWER MAINLAND



The continuing tendency for the bulk of the region's employment growth to be concentrated in the metropolitan area is documented in Part I. As a result of the shift of population growth further up the Fraser Valley, there will be an accelerated demand for costly transportation facilities to allow these people to travel to work and home again. These increasing commuting distances are unnecessary and costly in money, time and energy. They can be reduced through a more equitable distribution of employment opportunities which would reinforce the traditional self-sufficiency of the communities of the Fraser Valley.

The strategy attempts to modify these trends by encouraging the provision of more office jobs in Greater Vancouver's regional town centres and in the central areas of the valley towns. The necessary industrial jobs can only be provided in the region if all levels of government cooperate in identifying, reserving and servicing sufficient suitable industrial sites. The development of a full range of housing types in reasonable proximity to centres will make it easier for people to live close to work or find a job close to where they live.

Under present trends, nine out of ten new jobs would continue to be located in Greater Vancouver, while less than five out of ten new residents would be located there. The target under the strategy is to double the number of new jobs locating in the Fraser Valley as compared to Greater Vancouver.



THE STRATEGY IN NUMBERS

POPULATION

	PRESENT	TREND			TARGET		
	1976	2001	1976-2001	PERCENT INCREASE	2001	1976-2001	PERCENT INCREASE
GREATER VANCOUVER REGIONAL DISTRICT	1,085,000	1,283,000	198,000	18	1,315,000	230,000	21
CENTRAL FRASER VALLEY REGIONAL DISTRICT	88,000	254,000	166,000	189	209,000	121,000	138
Abbotsford-Clearbrook Valley Town	26,500	66,000	39,500	149	69,000	42,500	160
Langley Valley Town	22,900	67,000	44,100	193	80,000	57,100	249
DEWDNEY-ALOUETTE REGIONAL DISTRICT	52,500	126,000	73,500	140	140,000	87,500	167
Mission Valley Town	12,000	27,000	15,000	125	42,000	30,000	250
Maple Ridge-Pitt Meadows Valley Town	21,500	44,000	22,500	105	64,000	42,500	198
REGIONAL DISTRICT OF FRASER-CHEAM	51,500	75,000	23,500	46	74,000	22,500	44
Chilliwack Valley Town	25,000	35,000	10,000	40	37,000	12,000	48
LOWER MAINLAND	1,277,000	1,738,000	461,000	36	1,738,000	461,000	36

LABOUR FORCE

	PRESENT	TREND			TARGET		
	1976	2001	1976-2001	PERCENT INCREASE	2001	1976-2001	PERCENT INCREASE
GREATER VANCOUVER REGIONAL DISTRICT	519,000	688,000	169,000	33	700,000	181,000	35
CENTRAL FRASER VALLEY REGIONAL DISTRICT	38,000	130,000	92,000	242	110,000	72,000	189
Abbotsford-Clearbrook Valley Town	11,000	37,000	26,000	236	39,000	28,000	255
Langley Valley Town	9,400	38,000	28,600	304	45,000	35,600	379
DEWDNEY-ALOUETTE REGIONAL DISTRICT	22,000	64,000	42,000	191	72,000	50,000	227
Mission Valley Town	4,600	15,000	10,400	226	24,000	19,400	422
Maple Ridge-Pitt Meadows Valley Town	8,800	25,000	16,200	184	37,000	28,200	320
REGIONAL DISTRICT OF FRASER-CHEAM	22,000	35,000	13,000	59	35,000	13,000	59
Chilliwack Valley Town	10,800	16,000	5,200	48	17,000	6,200	57
LOWER MAINLAND	601,000	917,000	316,000	53	917,000	316,000	53

HOUSEHOLDS

	PRESENT	TREND			TARGET		
	1976	2001	1976-2001	PERCENT INCREASE	2001	1976-2001	PERCENT INCREASE
GREATER VANCOUVER REGIONAL DISTRICT	382,000	556,000	174,000	46	565,000	183,000	48
CENTRAL FRASER VALLEY REGIONAL DISTRICT	27,000	85,000	58,000	215	72,000	45,000	167
Abbotsford-Clearbrook Valley Town	8,745	24,000	15,255	174	25,000	16,255	186
Langley Valley Town	7,250	23,000	15,750	217	28,000	20,750	286
DEWDNEY-ALOUETTE REGIONAL DISTRICT	16,500	43,000	26,500	160	48,000	31,500	191
Mission Valley Town	3,700	10,000	6,300	170	15,000	11,300	305
Maple Ridge-Pitt Meadows Valley Town	7,000	16,000	9,000	129	23,000	16,000	229
REGIONAL DISTRICT OF FRASER-CHEAM	16,500	25,000	8,500	52	24,000	7,500	45
Chilliwack Valley Town	8,500	12,000	3,500	41	12,500	4,000	47
LOWER MAINLAND	442,000	709,000	267,000	60	709,000	267,000	60

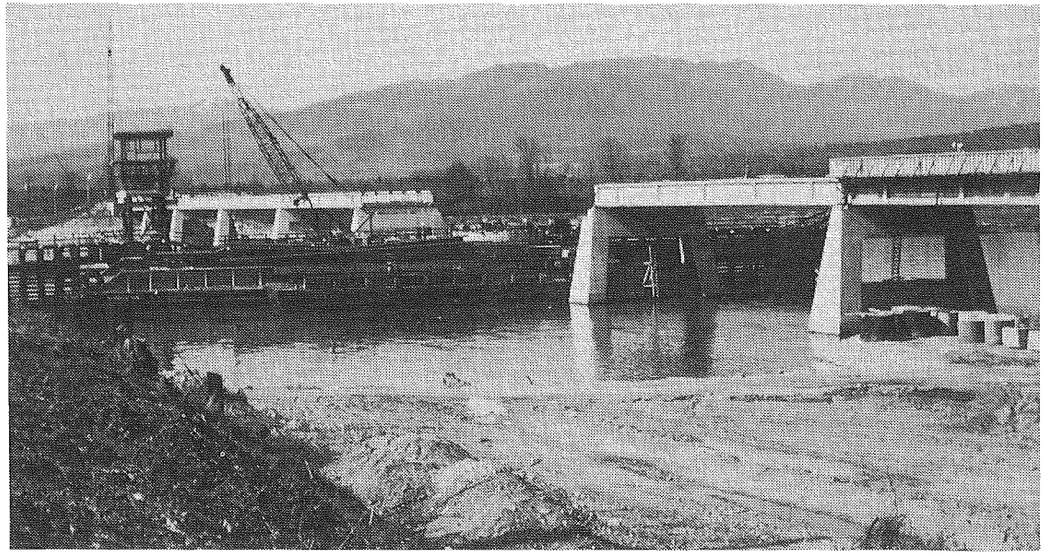
EMPLOYMENT

	PRESENT	TREND			TARGET		
	1976	2001	1976-2001	PERCENT INCREASE	2001	1976-2001	PERCENT INCREASE
GREATER VANCOUVER REGIONAL DISTRICT	490,000	760,000	270,000	55	725,000	235,000	48
CENTRAL FRASER VALLEY REGIONAL DISTRICT	25,000	40,000	15,000	60	60,000	35,000	140
Abbotsford-Clearbrook Valley Town	8,400	15,000	6,600	79	20,000	11,600	138
Langley Valley Town	12,600	15,000	2,400	19	25,000	12,400	98
DEWDNEY-ALOUETTE REGIONAL DISTRICT	12,000	25,000	13,000	108	40,000	28,000	233
Mission Valley Town	3,200	7,000	3,800	119	15,000	11,800	369
Maple Ridge-Pitt Meadows Valley Town	4,800	12,000	7,200	150	20,000	15,200	317
REGIONAL DISTRICT OF FRASER-CHEAM	20,000	25,000	5,000	25	25,000	5,000	25
Chilliwack Valley Town	10,000	13,000	3,000	30	13,500	3,500	35
LOWER MAINLAND	547,000	850,000	303,000	55	850,000	303,000	55

ALL FIGURES ARE ROUNDED AND APPROXIMATE AND ARE PRESENTED FOR INFORMATION ONLY.

9. PROVIDE TRANSPORTATION AND PHYSICAL SERVICES IN A WAY WHICH WILL REINFORCE THE DEVELOPMENT CONCEPT

The implementation of the strategy will result in substantial savings of individual and public costs. The primary saving is in the provision of transportation and physical services. It is estimated that the full implementation of the strategy will reduce the total capital cost of necessary major highway transportation facilities alone by 26 per cent from about $520 million to about $385 million between 1980 and 2001. Significant savings can also be expected in the provision of municipal arterial streets and in water and sewer services if the region develops in the manner called for by the development strategy.



A key element in transportation is the provision of a high degree of access between and among the major centres of the region and the metropolitan core. This approach will be made possible by the consolidation of origins and destinations at major locations to facilitate the provision of regional and local transit service at acceptable cost. There is potential for providing such services through the use of existing rail corridors for light rapid transit and commuter rail facilities.

The provision of utilities such as water supply, sewage treatment, gas and oil pipelines and waste disposal sites requires careful planning in an increasingly urbanized region. The plan provides a framework for cooperation among agencies responsible for these facilities.

THE STRATEGY IN NUMBERS

The table on page 26 provides an overview of the impact of the strategy on current trends and forecasts for population, households, labour force and jobs for the four regional districts and the five valley towns. It should be emphasized that the figures are rounded to provide a general impression of the development strategy's impact.

THE LOWER MAINLAND DEVELOPMENT CONCEPT MAP

The strategy is illustrated in the Lower Mainland Development Concept Map on page 29 which shows the general locations of the major urban and transportation facilities in relation to the countryside and farm areas and the natural resource and environmentally sensitive areas. Detailed maps showing the designation of specific parcels of land are available as schedules to Part III of the plan.

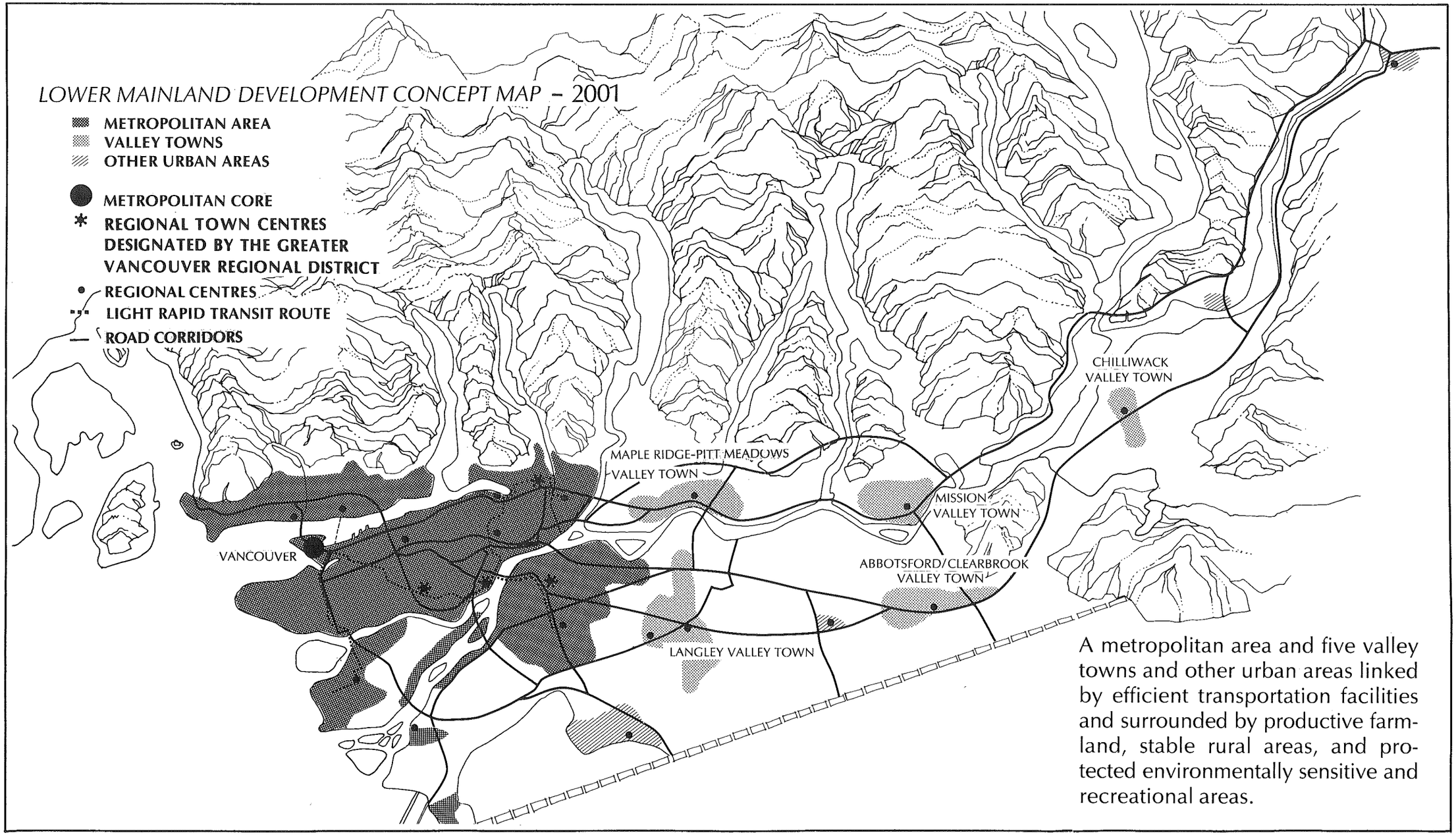
ACHIEVING THE STRATEGY

Substantial benefits will result from the implementation of the strategy. The risk of losing irreplaceable farmland and natural assets through urban development will be reduced, while the Lower Mainland's economic diversity and ability to adapt to future changes will be enhanced. There will be savings in public and individual costs and gains in convenience and safety for the region's residents in the long run.

Achievement of the strategy depends on the support of a wide range of public, private and individual actions. The enactment by the four regional districts of Official Regional Plans which incorporate the strategy is an essential first step to ensure that its provisions are fully reflected in broad land uses and development patterns in all parts of the region. This should be accompanied by appropriate adjustments to the Official Settlement Plans, Official Community Plans and development by-laws of regional districts and municipalities. The strategy should be carried forward through municipal and regional efforts to improve livability and provide facilities for future growth, such as programs for growth management and for the development of physical, social, recreational and cultural facilities and services.

The full participation of the provincial and (where appropriate) the federal governments is essential to the realization of the strategy. It should constitute the regional policy framework for major capital investments such as roads and bridges and a reference point for the provision of other public services by these levels of government.

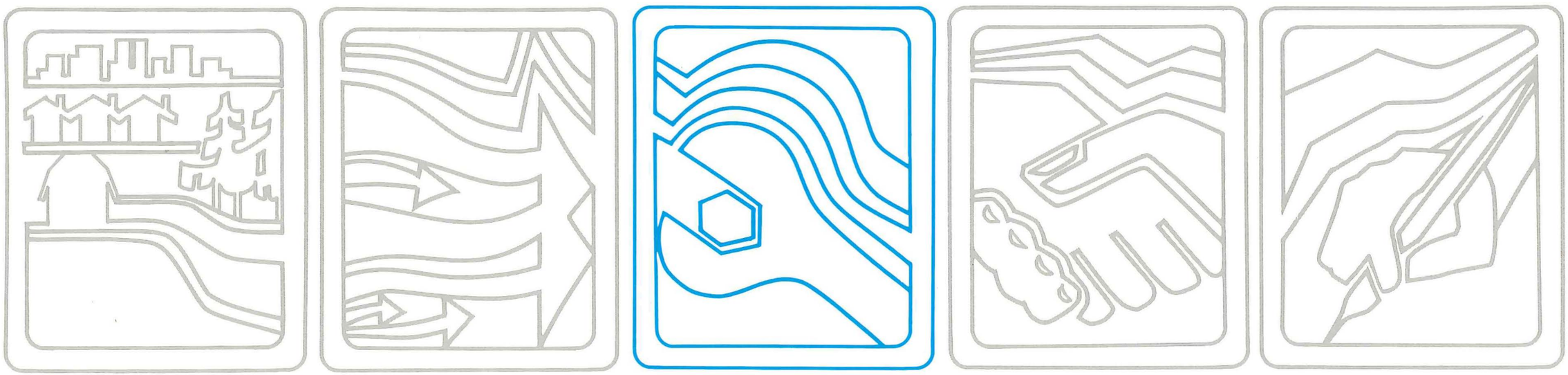
Many of the ways in which all these agencies can contribute to the achievement of the development strategy are described in more detail in the implementation measures of Part III.



A metropolitan area and five valley towns and other urban areas linked by efficient transportation facilities and surrounded by productive farmland, stable rural areas, and protected environmentally sensitive and recreational areas.

PART III

REGIONAL DEVELOPMENT POLICIES AND IMPLEMENTATION MEASURES



REGIONAL DEVELOPMENT POLICIES AND IMPLEMENTATION MEASURES

INTRODUCTION

The regional development policies and implementation measures contained in this part of the plan give effect to the development strategy through their incorporation in the updated Official Regional Plan of each regional district. The implementation provisions of the 1966 plan are continued in a revised form and supplemented by a number of new provisions. In addition to providing a prime focus for achieving the development concept, the purpose of updating the policies and implementation measures is to:

- retain the features of the 1966 plan which have proven to be effective (eg. the land-area designations);
- offer a broader range of implementation measures by including advice and information as well as land-use regulation;
- provide more flexibility for regional and local planning authorities where appropriate;
- simplify the procedures and the terminology of the plan; and
- establish clear links with policies of municipal, provincial and federal bodies so that the Lower Mainland plan can serve as a focus for regional cooperation and coordination.

There are two types of implementation measures. The first is a set of revised land-area policies and designations (listed on the following page) which say, in broad terms, how the land in the region is to be used and what conditions will govern its conversion from one type of use to another. The second type of implementation measure is the regional feature policies. They focus on features of the Lower Mainland which are of critical importance in the development strategy but may appear in a variety of land-area designations. Examples of these features are the floodplain, the major centres and the transportation system.

HOW TO USE THIS PART OF THE PLAN

In its organization, this part of the plan follows the main elements of the Lower Mainland development concept outlined in Part II. For clarity, the implementation measures are grouped under the following four major headings:

- Cities and Towns
- Countryside and Farms
- Environment
- Transportation and Utilities

The implementation measures to be found under each of these major headings are shown in the diagram on the following page.

FROM CONCEPT TO IMPLEMENTATION

LOWER MAINLAND DEVELOPMENT CONCEPT	PART III SECTIONS	IMPLEMENTATION MEASURES	
		LAND-AREA POLICIES AND DESIGNATIONS	REGIONAL FEATURES POLICIES
"A METROPOLITAN AREA AND FIVE VALLEY TOWNS AND OTHER URBAN AREAS	CITIES AND TOWNS	• URBAN AREA POLICIES • URBAN-2 DEVELOPING URBAN AND SUBURBAN AREA POLICIES • URBAN RESERVE AREA POLICIES • INDUSTRIAL AREA POLICIES	• CENTRES POLICIES • RESIDENTIAL SETTLEMENTS GUIDELINES
SURROUNDED BY PRODUCTIVE FARMLAND, STABLE RURAL AREAS	COUNTRYSIDE AND FARMS	• AGRICULTURAL AREA POLICIES • RURAL AREA POLICIES • CANYON HAMLET AREA POLICIES • RESOURCE AREA POLICIES	
AND PROTECTED ENVIRONMENTALLY SENSITIVE AND RECREATIONAL AREAS	ENVIRONMENT	• PARK AREA POLICIES • LIMITED USE AREA POLICIES • RESORT AREA POLICIES	• FLOODPLAIN POLICIES • NATURAL ASSETS POLICIES
LINKED BY EFFICIENT TRANSPORTATION FACILITIES"	TRANSPORTATION AND UTILITIES	• PORT/TERMINAL AREA POLICIES	• TRANSPORTATION NETWORK POLICIES • REGIONAL UTILITY POLICIES

The formal, legally-exact description of the implementation measures is on the left-hand pages of this part of the plan. The right-hand pages explain the purpose, rationale and effect of the measures in everyday language for readers not familiar with the technical aspects of Official Regional Plans. Where a question of interpretation arises, the left-hand pages shall be taken as the more exact statement of board policy.

The distinctions in the meaning of the following words in this part of the plan are significant:

- "shall" describes an imperative course of action which is within the scope of a regional board's powers under provincial legislation;
- "should" describes a desirable course of action to be taken by a regional board or other body;
- "may" describes a permitted course of action which is available to regional boards or other bodies; and
- "will" describes a result to be expected on the basis of facts.

LAND-AREA POLICIES AND DESIGNATIONS

The land-area policies and designations govern the broad use of all land within the region. Land-area policies apply to areas designated on the plan maps for each regional district as "URBAN", "RURAL", "INDUSTRIAL", etc. For each designation, the following policies are contained in this part:

- General policies translate the development strategy into specific intentions with regard to land in the designation. General policies express a stance towards some form of action by the regional board: support, encourage, ensure, reserve, limit or maintain.
- Designation policies establish the amount and type of land to be placed in a particular designation and the circumstances which will govern the timing of action. They outline the conditions for the extension of existing areas or the creation of new areas in the designation through the plan amendment procedures set out in Part IV.
- Use policies describe the uses that may be permitted on lands within a designation. A broader range of uses may be permitted upon fulfilment of certain criteria in order to provide flexibility for complementary local planning.
- Subdivision policies specify the minimum lot sizes to be permitted within a designation under various servicing and other conditions. Again, provision is made for more flexibility to determine parcel sizes at the local level provided the general policies are fulfilled.
- Plan maps showing the designation of areas are included in the schedules to the plan (Part VI).

Where there is a discrepancy between the provisions of the plan and those of a particular local planning by-law or proposal, the sections on the effect, interpretation and amendment of the plan (Part IV and Part V) should be consulted.

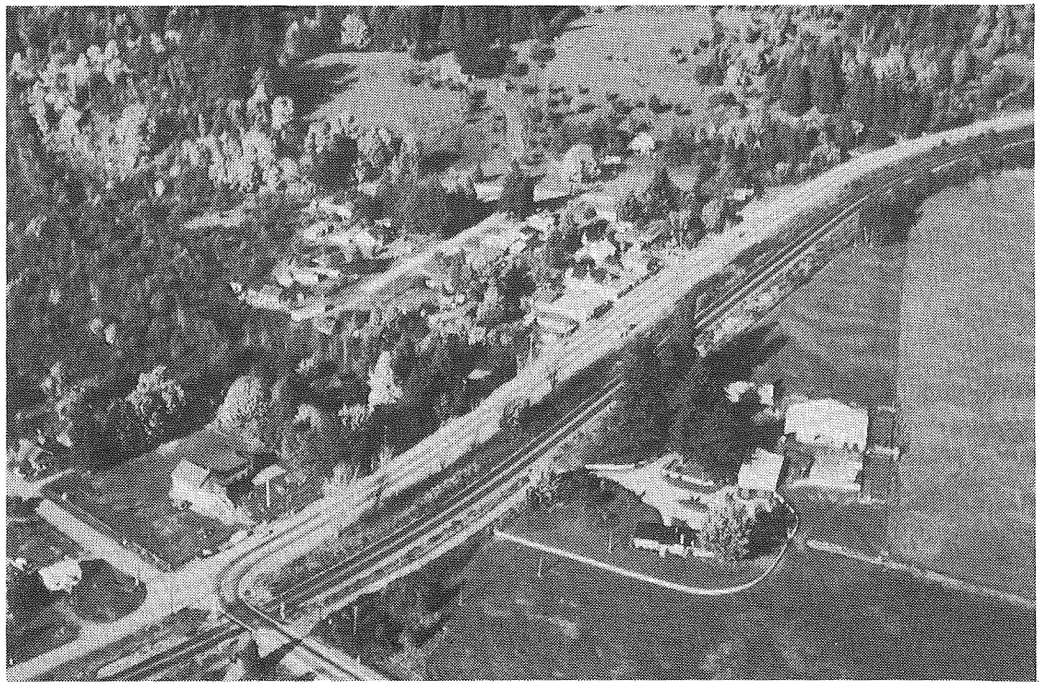
REGIONAL FEATURES POLICIES

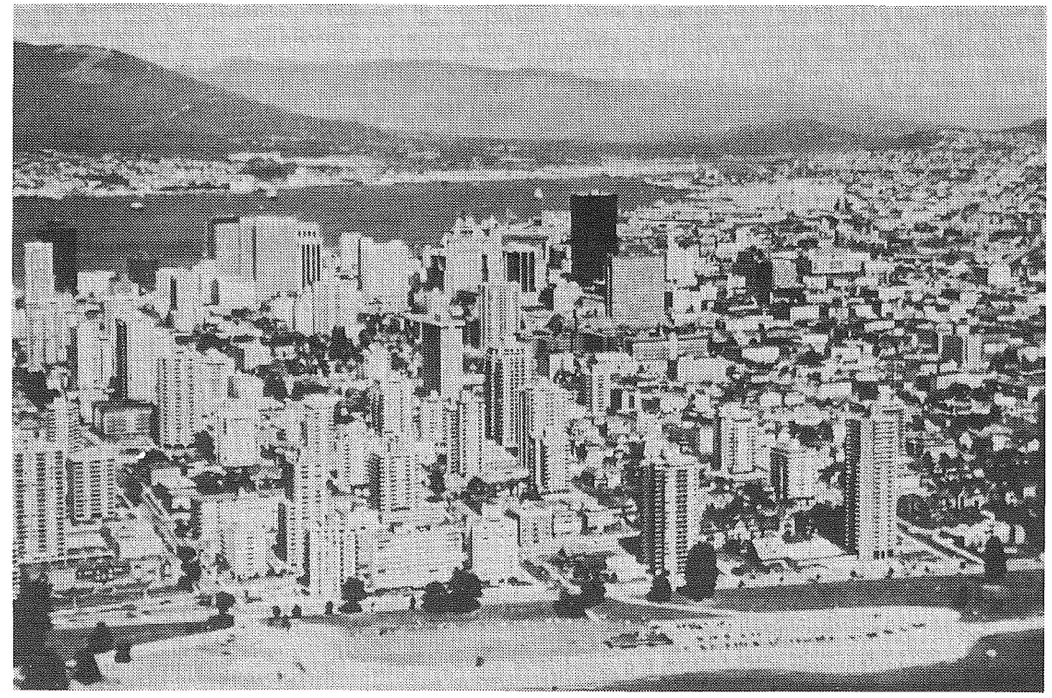
The regional features implementation measures (eg. floodplain, centres and transportation network provisions) follow a similar format to that of the land-area policies:

- General policies outline the aims of the regional board and the stance taken by the board towards those aims.
- Application policies define the features to which the policies are addressed.
- Implementation policies outline how the general policies are to be pursued, not only through the provisions of this plan but also through the desired actions of local, provincial and federal governments.
- Maps related to regional feature policies are included in the schedules to the plan (Part VI) where appropriate.

CITIES AND TOWNS

The Lower Mainland development strategy aims to focus urban development in the metropolitan area and the five valley towns. The bulk of the growth outside the metropolitan area is to take place in the four valley towns of Langley, Abbotsford-Clearbrook, Maple Ridge-Pitt Meadows and Mission. The development of this pattern requires careful attention to all areas to be designated for urbanization in both the short and medium term, to the centres of commercial, community and other activity in these areas, and to the industrial areas. The following provisions of the plan are designed to implement the development strategy for cities and towns:





- URBAN Area Policies and Designations;
- URBAN-2 DEVELOPING URBAN AND SUBURBAN Area Policies and Designations;
- URBAN RESERVE Area Policies and Designations;
- INDUSTRIAL Area Policies and Designations;
- Centres Policies; and
- Residential Settlements Guidelines.

The remainder of this section describes each of these measures in detail.

URBAN AREA POLICIES

GENERAL POLICIES

ENSURE
- the development of vacant or redevelopment of low density uses in existing urban areas before opening up new areas.
- an orderly supply of land for urban development.
- staged development of new urban areas.
- urban areas are developed with full services.
- uses and development patterns in future urban areas are compatible with eventual urban development.

ENCOURAGE
- development of well organized urban areas.
- development of compact urban communities at higher residential densities.
- control of storm water discharge from developed urban areas onto farmland.

RESERVE
- land best suited to urban development.
- sufficient urban land to satisfy future development requirements.

LIMIT
- further urban development on agricultural land.
- further urban development on the floodplain.

DESIGNATION POLICY

1. The plan map designates as URBAN:
- existing urban development; and/or
- areas of assured freedom from flooding and unsuitability for productive agriculture that will be required for urban development in the next ten years.

2. URBAN areas may be extended through plan amendment provided:
- additional lands that meet the designation policy criteria above are identified;
- urban development trends warrant such an extension;
- priority is given to extensions into URBAN RESERVE areas;
- both a community water supply system and a community sanitary sewer system capable of fully servicing the area are extended to the boundary of the area;
- the area to be redesignated is not a PORT/TERMINAL area; and
- regional transportation facilities that can adequately service the proposed URBAN area have been agreed to by the responsible authorities.

3. URBAN areas shall not be extended into a floodplain except where an existing URBAN area surrounded on all sides by a floodplain is committed to further urban development through early settlement and requires additional land for development. In that case such extension shall be contingent upon floodproofing.

4. URBAN areas may be created through plan amendment provided:
- all the criteria for extension of an URBAN area are met;
- the area is designated as an URBAN RESERVE area;
- an Official Community or Official Settlement Plan or Plans establishes the intended staging of urban development in all URBAN RESERVE areas within the jurisdiction of the responsible authority;
- a program for providing community water supply and sanitary sewer systems has been prepared; and
- the area to be created is not less than 40 hectares (100 acres).

USE POLICY

URBAN areas may be used for all uses.

SUBDIVISION POLICY

1. Land in URBAN areas, where a community water supply system and a community sanitary sewer system are provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority.

2. Land in URBAN areas, where a community water supply system and a community sanitary sewer system are not provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority except that the parcel size shall not be less than 2 hectares (5 acres).

3. Notwithstanding the above, land in URBAN areas, where a community water supply system is provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority provided that:

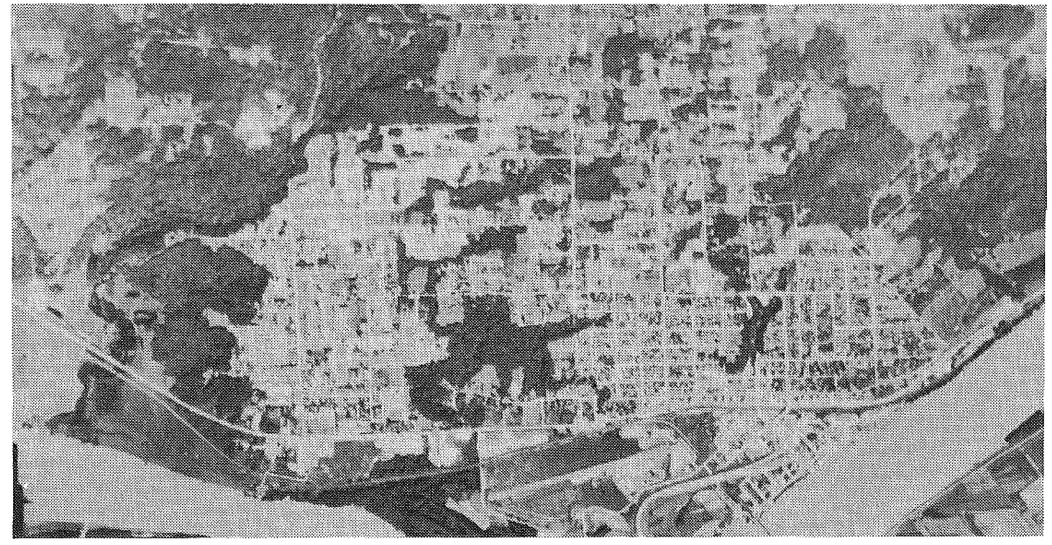
- the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan accompanied by an advance street plan, building siting regulations and/or other local by-laws which demonstrate that subdivision would not preclude the eventual full urban development and servicing of the area;
- the area in which this provision is applied does not exceed 5 per cent or 40 hectares (100 acres) whichever is the lesser of that portion of a municipality or electoral area that is designated URBAN in the Official Regional Plan; and
- the approval of the Medical Health Officer has been obtained with respect to on-site sewage disposal.

URBAN AREAS

The purpose of the URBAN area policies and designation is to reserve suitable areas for urban development, to foster the staged development of urban areas, and to promote compact urban development. The URBAN designation includes already urbanized areas as well as sufficient suitable land to accommodate ten years of future urban development. It is intended that the URBAN designation be extended when the monitoring of development trends indicates it is warranted in order to maintain this capacity and to facilitate an orderly supply of suitable urban land. New URBAN areas are to be extended primarily into the URBAN RESERVE areas. Extensions into the floodplain are permitted in exceptional circumstances, but such extensions are contingent upon floodproofing.

To make most effective use of urban land and to realize the benefits in lower public costs for water supply, sewage treatment and transportation, URBAN areas are to be developed on a staged subdivision and servicing basis with new development contiguous to existing URBAN areas. In this way basic services can be provided to all urban residents. The principle of full servicing in new URBAN areas is reflected in the subdivision and designation policies. Since URBAN areas are major areas of traffic generation the regional transportation implications of any redesignation should be considered when extending or creating an URBAN area. The transportation policies and network map show how URBAN areas will be served by existing and proposed transportation facilities. To lessen the susceptibility of agricultural land to water damage, efforts should be made to ensure that the speed and volume of storm water run-off from URBAN areas are no greater than would naturally occur.

Provision is made for creating new URBAN areas through redesignation of URBAN RESERVE areas which are not contiguous to existing cities and towns; such action should only be taken infrequently and after careful study. These areas should be relatively large in size to permit the development of schools, shops and community facilities needed by urban residents.



URBAN areas are intended to provide space for major concentrations of activities; therefore, a broad range of uses is permitted and densities are not limited in fully serviced areas. In light of the short supply of industrial land, suitable sites for industrial uses compatible with their surrounding communities should be designated for industrial use in local by-laws within URBAN areas. Complementing these land-use policies are the centres policies and the residential settlements guidelines which set out several means to achieve the densities and urban structure needed for economical and efficient urban services.

While a concentration of activities is desired in URBAN areas, attention should be paid to incorporating protection for significant natural assets into development proposals in such areas. This could involve leaving a buffer strip along a fish-bearing stream or ensuring that pleasant views are preserved.

URBAN-2 DEVELOPING URBAN AND SUBURBAN AREAS

GENERAL POLICIES

ENSURE
- an orderly supply of land for urban development.
- staged development of new urban areas.
- urban areas are developed with full services.
- suburban areas are developed with public services appropriate to the intended pattern and intensity of development.
- uses and development patterns in future urban areas are compatible with eventual development.

ENCOURAGE
- a diversity of densities appropriate to the needs and lifestyle preferences of the population.
- residential development patterns which respect unique landscape features and offer a suitable transition between cities and towns and countryside and farm areas.

RESERVE
- land best suited to urban development.
- sufficient urban land to satisfy future development requirements.

LIMIT
- further subdivision on the floodplain.
- further urban development on agricultural lands.

DESIGNATION POLICY

1. The plan map designates as URBAN-2 those areas:
- partially subdivided into small acreage holdings;
- clearly intended for future urban or suburban development;
- located adjacent to existing or future urban areas; and
- with assured freedom from flooding and unsuitability for productive agriculture.

2. URBAN-2 areas shall not be created and shall only be extended through plan amendment to include an area which has been shown in detailed studies to be inapproriately designated, is free from flooding and unsuitable for productive agriculture and is considered suitable for future urban or suburban development.

USE POLICY

1. URBAN-2 areas may be used only for country residential, farming, resource extraction, recreation, conservation, utilities and local commercial, local transportation, local public and local semi-public uses. Where a parcel of land is greater than 4 hectares (10 acres) in size and is in farm use, two dwelling units may be permitted on the parcel.

2. URBAN-2 areas may be also used for commercial outdoor recreation, institutional, industrial and regional transportation-oriented commercial uses provided that the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan which demonstrates that:
- such uses will not adversely affect surrounding lands;
- such uses are in keeping with the development objectives, development strategy and general policies of this plan; and
- the area in which this provision is applied does not exceed 5 per cent of that portion of the Official Community Plan or Official Settlement Plan area that is designated URBAN-2 in the Official Regional Plan.

SUBDIVISION POLICY

1. Land in URBAN-2 areas where a community water supply system and a community sanitary sewer system are provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority.

2. Land in URBAN-2 areas, where a community water supply system and a community sanitary sewer system are not provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority except that the parcel size shall not be less than 2 hectares (5 acres).

3. Notwithstanding the above, land in URBAN-2 areas, where a community water supply system is provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority provided that the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan accompanied by an advance street plan, building siting regulations and/or such other local by-laws as are appropriate to the intended ultimate development pattern and density.

4. Notwithstanding the above, land in URBAN-2 areas may be subdivided in accordance with the standards of the responsible authority where such subdivision is permitted under development by-laws enacted prior to the effective date of this plan.

URBAN-2 DEVELOPING URBAN AND SUBURBAN AREAS

In some parts of the Lower Mainland long-standing subdivision and zoning by-laws have established a development pattern which is partially rural, partially suburban and partially urban. In some instances the intention of the local authority is to encourage full urban development with urban services. In other instances these areas are suitable for suburban development at low densities because of their distance from major centres of employment or their role as transitional zones between the cities and towns and the countryside and farm areas. Scope for this type of development is provided by the provisions of the URBAN-2 designation.

URBAN-2 areas have been established to recognize local by-laws which predate the Official Regional Plan. Because of the limited supply of land suitable for urban development in the region, the plan specifically **stipulates that such areas of very low density are only to be extended in exceptional circumstances and new areas are not to be created.**

A wide range of rural types of use is permitted in URBAN-2 areas, including residential development on the basis of one dwelling unit per parcel of land. Additional more intensive uses (commercial outdoor recreation, institutions and transportation-oriented commercial uses) may be permitted on a limited basis by a plan amendment linked to an Official Community Plan or Official Settlement Plan.

A basic minimum parcel size of two hectares (five acres) is established in URBAN-2 areas, but this minimum is waived if water supply and sanitary sewer systems are provided. Subdivision into parcels smaller than two hectares may also be permitted through a plan amendment based on an Official Community or Settlement Plan with the approval of the Medical Health Officer where only a water supply system is available. These provisions are intended to allow local authorities the flexibility to enact subdivision controls to permit innovative patterns such as gross density equivalents and clustering to achieve development which is efficient and harmonious with the surrounding areas. Generally it is intended that this provision will be applied to a broad area but situations may arise where it is also applied to relatively small areas.

URBAN RESERVE AREA POLICIES

GENERAL POLICIES

ENSURE
- an orderly supply of land for urban development.
- staged development of new urban areas.
- urban areas are developed with full services.
- uses and development patterns in future urban areas are compatible with eventual urban development.

RESERVE
- land best suited to urban development.
- sufficient urban land to satisfy future development requirements.

LIMIT
- further subdivision on the floodplain.
- further urban development on agricultural lands.

DESIGNATION POLICY

1. The plan map designates as URBAN RESERVE those areas:
- required for urban development in the post-ten year period;
- inappropriate for large-scale industrial development or for productive agriculture;
- not within a floodplain but having suitable slope and soil conditions for urban development; and
- that can be economically and efficiently serviced by the regional transportation network, a community water supply system and a community sanitary sewer system.

2. URBAN RESERVE areas may be extended or created through plan amendment provided:
- additional lands that meet the designation policy criteria above are identified;
- urban development trends warrant such an extension;
- the proposed plan amendment is in keeping with the development strategy of Part II; and
- the area is contiguous to an existing URBAN or URBAN RESERVE area.

USE POLICY

1. URBAN RESERVE areas may be used only for country residential, farming, forestry, resource extraction, utilities, recreation, conservation and local commercial, local transportation, local public and local semi-public uses.

2. URBAN RESERVE areas may also be used for commercial outdoor recreation, institutional and regional transportation oriented commercial uses provided that the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan which has demonstrated that such uses:
- will not adversely affect surrounding lands;
- are in keeping with the intent of the development objectives, development strategy and general policies of this plan; and
- the area in which this provision is applied does not exceed 5 per cent of that portion of the Official Community Plan or Official Settlement Plan area that is designated URBAN RESERVE in the Official Regional Plan.

SUBDIVISION POLICY

1. Land in URBAN RESERVE areas shall only be subdivided in accordance with the standards of the responsible authority except that the parcel size shall not be less than 2 hectares (5 acres).

2. Notwithstanding the above, land in URBAN RESERVE areas, where a community water supply system is provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority except that the parcel size shall be not less than .4 hectares (1 acre) provided that:

- the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan accompanied by an advance street plan and building siting regulations and/or other local by-laws which demonstrate that subdivision would not preclude the eventual full urban development and servicing of the area;
- the approval of the Medical Health Officer has been obtained with respect to on-site sewage disposal.

URBAN RESERVE AREAS

The rate and extent of conversion of land to urban use is a long-standing regional planning policy concern because of the need to minimize public and private costs of development. Thus, in addition to discouraging urban development of unsuitable areas such as the floodplain, geological hazard areas or agricultural lands, this plan seeks to foster the orderly development of urban areas. The realization of both objectives is assisted by setting aside areas for future urban growth to permit forward planning.

The primary need is to ensure that present and shorter term interim development can take place without frustrating the development of well planned, compact urban areas when these are required in the future. The URBAN RESERVE designation does this by identifying land best suited for future development and by maintaining large parcel sizes and land uses that will be compatible with the future urbanization of the area. These areas may contain aggregate resources which should be extracted prior to urban development. Generally, rural types of interim uses on large parcels are desirable in URBAN RESERVE areas. A broader range of uses and smaller parcels may be permitted by a regional board in an URBAN RESERVE area through plan amendment when certain conditions are satisfied. Such amendments must be supported by an Official Settlement Plan or Official Community Plan that demonstrates how other uses and smaller parcels can be accommodated without prejudicing the eventual urbanization of the area. These provisions permit local authorities to secure more efficient use of land and preservation of natural features through gross density equivalents and similar subdivision innovations.

URBAN RESERVE areas are intended to be redesignated to URBAN at a rate sufficient to maintain at least a ten-year supply of urban land. As a result of the monitoring of development trends, periodic extension of URBAN RESERVE areas may also be undertaken. Extensions must be on land that is suitable, serviceable and contiguous to established URBAN or URBAN RESERVE areas. The extension of URBAN RESERVE areas should be in accordance with the development strategy.

INDUSTRIAL AREA POLICIES

GENERAL POLICIES

ENSURE
- an orderly supply of land for industrial development.
- uses and development patterns in future industrial areas are compatible with eventual industrial development.
- incompatible uses do not encroach into existing industrial areas.

ENCOURAGE
- more intensive use of industrial areas.
- preparation of local plans which minimize any harmful impact of industrial development on existing and planned urban and rural communities.
- coordinated servicing of industrial land in anticipation of demand.
- processing of resources close to their point of origin within the region wherever possible.

MAINTAIN
- undeveloped industrial land in large parcels.

RESERVE
- the limited supply of industrial land for industrial development.
- sufficient industrial land to supply long-term needs.
- waterfront industrial areas for water-oriented industrial uses.

LIMIT
- further industrial development on the floodplain.

DESIGNATION POLICY

1. The plan map designates as INDUSTRIAL those areas:
- now used or required for long term industrial development;
- strategically located near regional transportation facilities and major concentrations of the region's labour force; and
- not pre-empted by non-industrial uses.

2. INDUSTRIAL areas may be extended or created through plan amendment provided:
- additional lands that meet the above criteria are identified;
- the area has suitable slope, drainage, and foundation conditions;
- industrial development trends warrant such an extension or creation;
- servicing appropriate to the intended use is available;
- the area to be redesignated is not a PORT/TERMINAL area; and
- the area is not an environmentally sensitive area.

3. INDUSTRIAL areas should not be extended or created in a floodplain except where there is no reasonable alternative to development on the floodplain. In that case the extension or creation shall be contingent upon floodproofing.

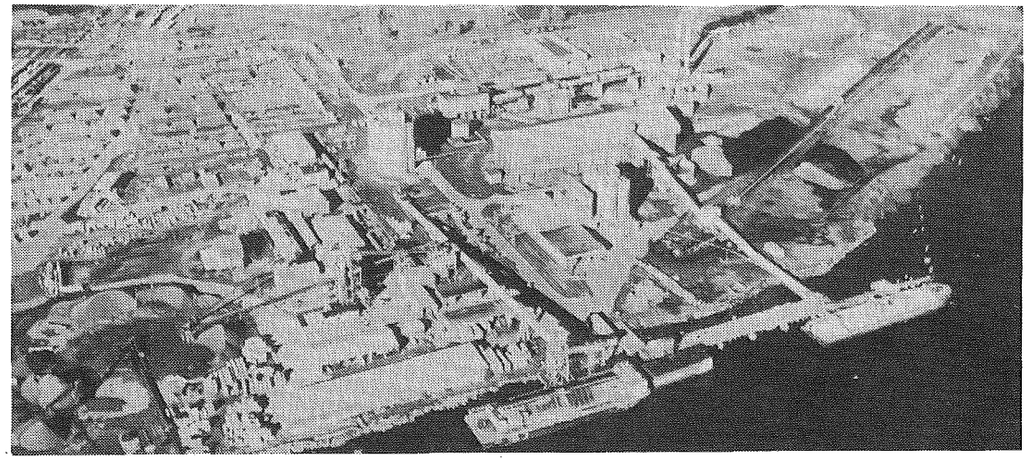
USE POLICY

INDUSTRIAL areas may be used only for manufacturing, processing, repair, warehousing, storage, assembly, trans-shipment, commercial uses ancillary to industrial uses, country residential, farming, resource extraction, recreation, conservation, institutional, local transportation and utility uses.

SUBDIVISION POLICY

Land in INDUSTRIAL areas shall only be subdivided in accordance with the standards of the responsible authority except that the parcel size shall not be less than 4 hectares (10 acres) where the lands are to be used for country residential or farming uses.

INDUSTRIAL AREAS



The enhancement and diversification of the Lower Mainland's industrial base is an objective of the plan that is pursued through the INDUSTRIAL area policies. Suitable industrial land is a very limited resource in the Lower Mainland; the reservation and servicing of sufficient appropriate sites requires the sustained attention of all levels of government. Because industrial uses have difficulty competing for space with more intensive urban uses, it is prudent to take a long-term approach to the reservation of industrial land. Of particular concern is the limited number of suitable undeveloped waterfront industrial sites in the region. The need to make best long-term use of these scarce assets is reflected in the quantity of land designated INDUSTRIAL. The objective of providing jobs closer to where people live is served by designating appropriate lands for industry close to areas of rapid growth in labour force, while ensuring that negative community impacts are minimized through effective local planning of industrial sites and local communities.

The protection of INDUSTRIAL areas from the encroachment of other uses that would be disruptive to existing industry or prevent future development of INDUSTRIAL land is achieved by the use policies which generally restrict uses other than manufacturing and assembly. Interim rural types of use on large parcels are permitted as are certain commercial uses incidental to the industrial uses such as restaurants and banks. The subdivision policies for these non-industrial uses reflect the fact that large parcels are most easily assembled for industrial development although the specific parcel sizes and servicing standards for industrial uses are left to the discretion of the responsible authority. More intensive use of industrial land is encouraged, however, and it can be promoted by municipalities through increased floorspace ratios for industrial sites.

The use of waterfront areas that are appropriate to industrial development must be carefully planned to limit occupancy of these areas to water-oriented activities. Some of these areas are to be reserved for port use through the PORT/TERMINAL designation. The Fraser River estuary management plan and the by-laws of local authorities should encourage the most effective use of these key areas.

The effective movement of goods and people to and from the region's industries is also an important part of ensuring a healthy and vital economy and therefore particular attention is drawn to regional transportation plans in the extension or creation of INDUSTRIAL areas.

Since many key potential sites are within the floodplain one requirement is that new industrial developments in floodplain areas meet the floodproofing requirements of the Ministry of Environment.

As INDUSTRIAL areas are developed and new areas are identified that are suitable for industrial use these areas can be redesignated provided the floodproofing requirements, environmental and community impacts and transportation implications are considered.

CENTRES POLICIES

GENERAL POLICIES

ENCOURAGE

- continued development of Downtown Vancouver as the primary business, commercial and cultural centre of the region.
- development of Burnaby Metrotown, Downtown New Westminster, Coquitlam, Whalley-Guildford, Langley City, Abbotsford-Clearbrook, Haney, downtown Mission and Chilliwack as centres of growth in office employment, shopping and cultural facilities.
- the location of major retail facilities in centres rather than in outlying areas.
- the location of cultural facilities and office employment in centres.
- concentrations of high and medium density housing in centres.
- a full range of housing choice in proximity to centres.
- centres as a focus for transportation, particularly transit.
- developments that facilitate easier pedestrian movement within centres.

APPLICATION POLICY

Centres are regionally significant concentrations of commercial activity, community facilities and office employment and are the focus of transportation. The centres map shows the general location of the metropolitan core and regional centres.

The metropolitan core is the central business district of the City of Vancouver, which functions as the primary office centre of the region and provides the greatest diversity in shopping, cultural and entertainment facilities. It is the prime focus of the region's transportation and a key link in the national transportation and communications networks. Its adjacent residential densities are high.

Regional centres are the downtown areas for the major urban areas in the Lower Mainland. These centres include the regional town centres in the metropolitan area, the central areas of the valley towns and the downtown areas of the other urban communities. Centres are important links in the existing and developing regional transportation system and they are expected to provide a range of employment, shopping and cultural facilities appropriate to their surrounding areas. A wider range of residential densities is encouraged around regional centres but special emphasis is given to medium and high density development in close proximity to regional centres.
Of particular importance in this regard is the need to develop the following regional centres in a way which will accommodate the major growth anticipated under the strategy: Burnaby Metrotown, Downtown New Westminster, Coquitlam, Whalley-Guildford, Langley City, Abbotsford-Clearbrook, downtown Mission and Haney.

Where a new regional centre is proposed, the centres map may be amended by plan amendment provided:

- the regional centre is within an URBAN area;
- the proposed change conforms with the above application policies; and
- the amendment is consistent with the overall strategy of Part II of this plan and the general policies for centres.

IMPLEMENTATION POLICY

THROUGH THE PROVISIONS OF THIS PLAN

1. The provisions of this plan support the centres policies by focusing transportation and transit servicing on centres and encouraging medium and high density housing to be located around centres.

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

2. The regional board shall give priority to centres in its investment policies.

3. Centres policies and designations should be reflected in Official Community Plans.

4. Permitted densities in local development by-laws should be sufficiently high to affect and maintain the type of level of activities appropriate to each centre's function.

THROUGH THE ACTIONS OF FEDERAL AND PROVINCIAL GOVERNMENTS

5. Provincial and federal agencies should give priority to the development needs of the centres in their investment policies.

CENTRES

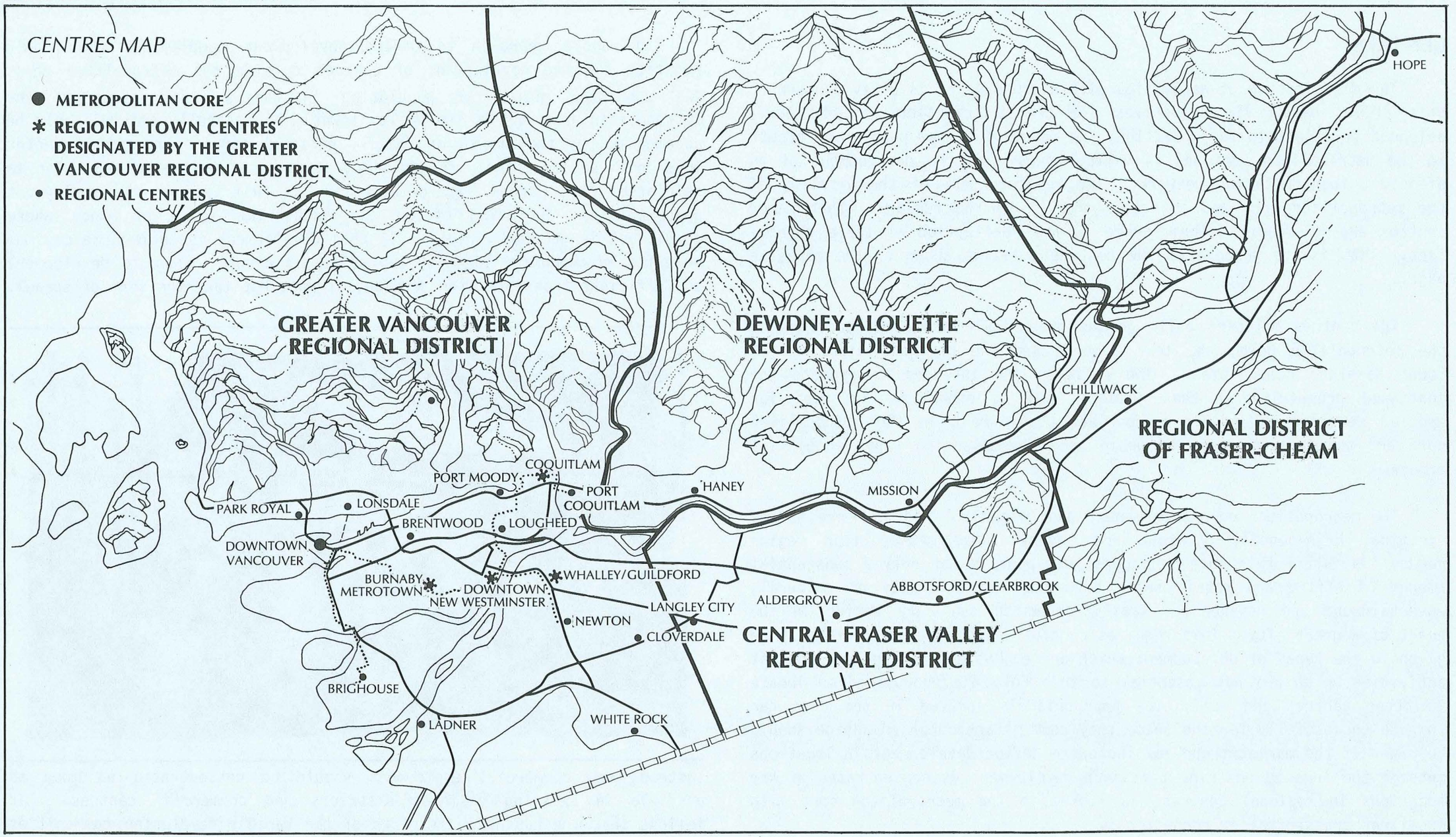
The distribution of activities within urban areas is a key concern of this plan. Among its objectives are the distribution of jobs in a balanced relationship to population, the focusing of new population growth in the metropolitan area and in valley towns, and the development of an efficient transportation network. The reinforcement of the vitality of the metropolitan core and the strengthening of the region's other major centres are of crucial significance to the realization of these objectives. That is the purpose of the centres policies shown on the opposite page.

The centres policies build on the historical roles and functions of the metropolitan core, the town centres and the business districts of Lower Mainland communities. The policies are intended to promote the continued prosperity of these centres and to emphasize the need for special measures to ensure appropriate development in the metropolitan core and the central parts of urban areas experiencing rapid population growth.

The metropolitan core's permanent and unique role is to serve as the exciting, high-density downtown area every large metropolitan region needs. To fulfil this role, the core must contain not only a substantial amount of office and retail space but also the diversity of cultural, entertainment and residential facilities which can only thrive in the heart of a great city. This requires careful choice in the priority to be given to the types of development which are emphasized in the core so that activities which are not essential to this role are encouraged to locate in other centres and activities appropriately located in the core can compete successfully for the space they need. Particular advantage should be taken of the market trend for increased office development in locations outside the core by ensuring that such development is concentrated at key locations in regional centres and linked to the metropolitan core with excellent transportation connections.

The above approach to office development complements the plan's policies for the development of centres outside the metropolitan core. The continued growth of population in the outlying parts of the metropolitan area and in the valley towns will naturally and desirably be accompanied by the growth of retail, personal service and public sector jobs in these locations. In addition, it is an objective of this plan to reinforce this trend by encouraging a full range of employment opportunities, including office and industrial jobs, in areas where population is growing rapidly. If this development is to produce maximum benefits in community identity and self-sufficiency, economic development and efficient transportation service, it must not take the form of sprawl.

Instead, new commercial employment should be concentrated as much as possible in existing business districts and commercial centres. It follows that the business districts of the rapidly developing communities

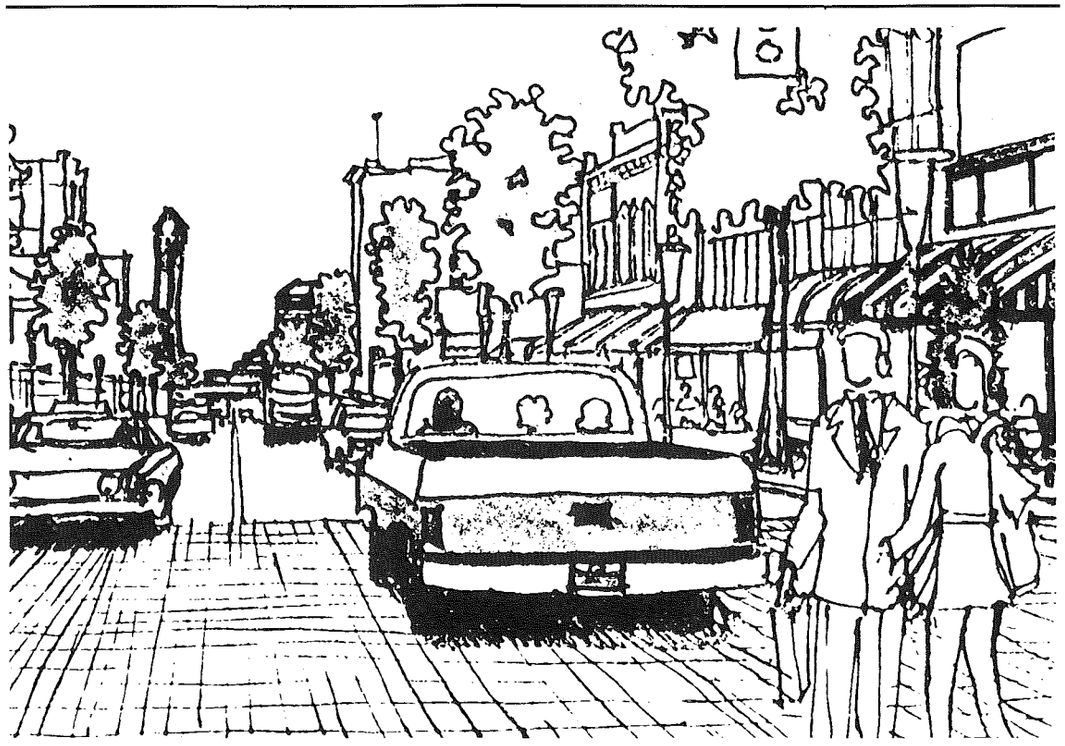

CENTRES MAP
METROPOLITAN CORE
REGIONAL TOWN CENTRES DESIGNATED BY THE GREATER VANCOUVER REGIONAL DISTRICT
REGIONAL CENTRES
GREATER VANCOUVER REGIONAL DISTRICT
DEWDNEY-ALOUETTE REGIONAL DISTRICT
REGIONAL DISTRICT OF FRASER-CHEAM
CENTRAL FRASER VALLEY REGIONAL DISTRICT
HOPE
CHILLIWACK
MISSION
HANEY
COQUITLAM
PORT MOODY
PORT COQUITLAM
PARK ROYAL
LONSDALE
BRENTWOOD
LOUGHEED
DOWNTOWN VANCOUVER
BURNABY METROTOWN
DOWNTOWN NEW WESTMINSTER
WHALLEY/GUILDFORD
ABBOTSFORD/CLEARBROOK
ALDERGROVE
LANGLEY CITY
NEWTON
CLOVERDALE
BRIGHOUSE
LADNER
WHITE ROCK

are of particular importance as centres at which a concentration of activities is to be encouraged. There are four such centres within the metropolitan area: Burnaby Metrotown, Downtown New Westminster, Coquitlam and Whalley-Guildford in Surrey. A further four such centres are located in the Fraser Valley: Langley City, Abbotsford-Clearbrook, Haney and Mission.

Chilliwack is the primary regional centre for the upper Fraser Valley, providing commercial and shopping facilities for that part of the region as well as the service industrial facilities to furnish the supply and maintenance needs of the area. Regional and local authorities foresee potential for the development of the role of this community as a trading centre oriented as much to markets and suppliers to the east and south as to the metropolitan area. The recent establishment of one local government unit for this area is permitting a coordinated approach to the development of this centre and its surrounding urban area in relation to the constraints imposed by the community's location within a floodplain agricultural area.

Each of the regional centres in the Lower Mainland has its own particular role and function. The Brighouse area in Richmond, for example, has the largest concentration of commercial space outside the City of Vancouver; although its future expansion will be affected by slower population growth in its vicinity, this centre will continue to grow in density and diversify in function with the provision of rapid transit service. Similarly, a transit connection in the form of the Seabus has stimulated the development of office and retail space of regional significance in the Lonsdale area of North Vancouver. Ladner combines its traditional function as a service centre for the farming and fishing industries with the retail, personal service and administration functions required by its suburban population.

The centres policies apply to all centres which are shown on the centres map. All levels of government should cooperate in the implementation of these policies, which are reflected in the plan's URBAN designations and transportation policies as well as in the development strategy. Municipalities are encouraged to incorporate the centres policies and designations in their development by-laws, while the investment decisions of federal, provincial, regional and local levels of government should complement the policies in the development of office space, the provision of transportation facilities and the installation of urban services.



RESIDENTIAL SETTLEMENT GUIDELINES

GENERAL POLICIES

ENSURE
- staged development of new urban areas.
- the development of vacant or redevelopment of low density uses in existing urban areas before opening up new areas.

ENCOURAGE
- development of well organized urban areas.
- development of compact urban communities at higher densities.
- infill and renewal of urban areas.
- a variety of housing types in urban areas.
- the provision of adequate and affordable housing.
- development of urban areas that can be easily and economically served by public transit.
- energy efficient residential development.

APPLICATION POLICY

The residential settlement guidelines apply to residential areas of lands designated URBAN on the plan map. They are advisory.

IMPLEMENTATION POLICY

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

1. Existing neighbourhoods should be preserved and enhanced with encouragement given to infill, rehabilitation and housing maintenance.

2. Residential development should be staged to give priority to areas where sufficient community services and facilities already exist or where they can be easily provided.

3. Overall densities in residential development should not be less than 15 units per gross hectare (6.07 units per gross acre) in the metropolitan area, 12 units per gross hectare (4.86 units per gross acre) in the valley towns and 9 units per gross hectare (3.64 units per gross acre) in other urban areas and in areas where site characteristics (such as steep slope) or the protection of natural assets prevent the achievement of the desirable density.

4. Residential communities should be located where they can be most easily served by the regional road and transit systems.

5. Residential communities should be located close to centres of employment.

6. Medium and high density housing should be located primarily in and around centres.

7. Residential development except farm dwellings should not be permitted within the Canada Mortgage and Housing Corporation 25 NEF (Noise Exposure Forecast) zone of airports. Where committed by existing development new residential development should not be permitted within the 35 NEF zone and adequate sound insulation should be required in the 25-35 NEF zone.

8. Residential communities in all parts of the Lower Mainland should encourage provision of housing for persons and families of all age groups, sizes and housing preferences.

9. The retention and continued production of housing for people with low and moderate incomes and people with special needs should be encouraged.

10. Residential communities should be designed to facilitate the operation of an economic and efficient transit service.

11. Residential development should allow maximum feasible use of solar energy and energy conservation techniques and be capable of taking advantage of technological improvements in efficient energy use.

RESIDENTIAL SETTLEMENTS

The development strategy seeks to achieve better organized, more compact development in all urban areas, particularly near major centres. The residential settlement guidelines indicate how that strategy and related policies affecting the nature of residential development should be implemented. These are common sense general guidelines of an advisory nature rather than rigid regulations and are intended to be implemented primarily through the actions of other authorities, particularly municipal plans and zoning by-laws, in keeping with the character of each local area. The residential settlement guidelines should be considered in the development of urban areas in conjunction with other aspects of this plan such as the natural assets policies.

The residential settlement guidelines seek to reduce the need for and cost of new residential services and facilities. Considerable effort has been spent in recent years in neighbourhood improvement and this should be continued with encouragement given to housing rehabilitation and maintenance and the addition of new infill housing in keeping with neighbourhood character. Priority areas for new residential development should be those where under-used services and facilities exist or where new requirements can be most economically met.

As a general rule, overall residential densities should be high enough to support economical and efficient transit and other public services. It is intended that the minimum densities be reflected in the densities set out for planned unit residential development in municipal community plans.

The guidelines seek to minimize transportation problems and costs by encouraging the development of housing in relation to the transportation system and in close proximity to employment. The location of medium and high density housing in centres would both facilitate the use of transit focused on those centres and provide easy access to concentrations of commercial employment.

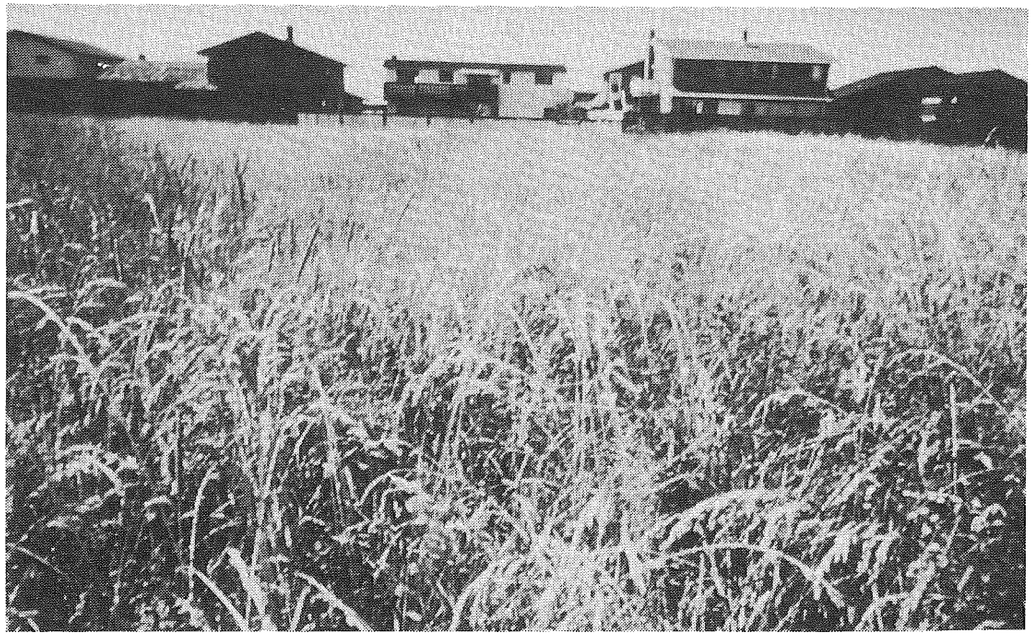
The guideline concerning residential development in the vicinity of airports provides an explicit link to federal guidelines on aircraft noise exposure for urban areas. Residential development should not be allowed where it is likely to be subject to high levels of aircraft noise. Where residential development is committed, measures should be taken to minimize noise impact. Maps showing noise exposure forecasts for the major Lower Mainland airports are available at regional district and local Canada Mortgage and Housing offices.

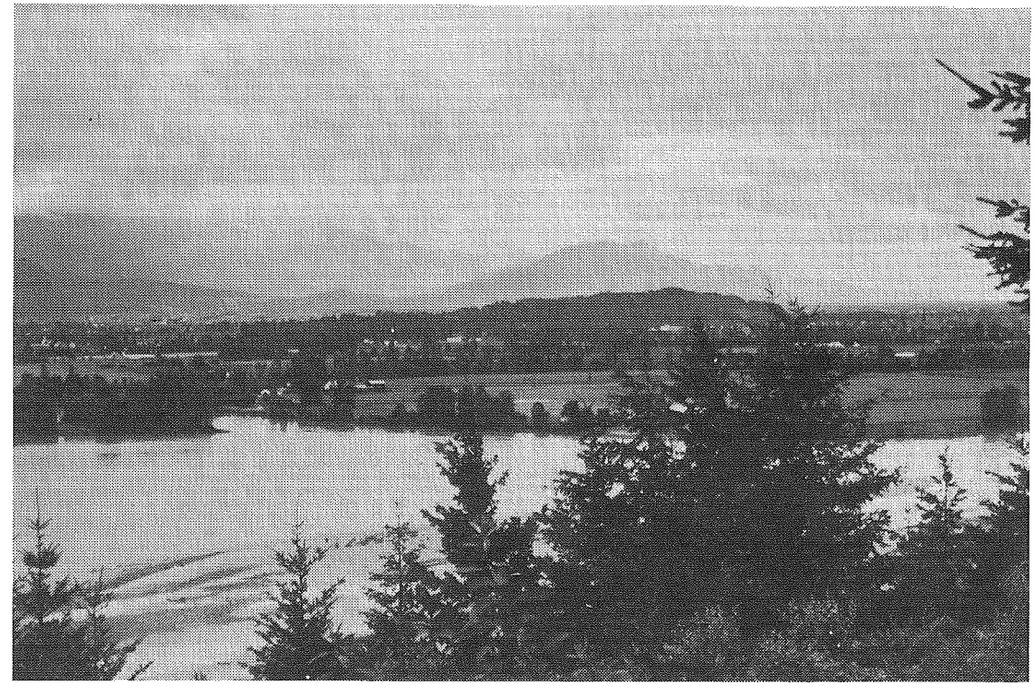
It is desirable that a broad range of housing types, including single family dwellings, attached houses and apartments be provided in all parts of the Lower Mainland in order to provide a choice of adequate and affordable housing in a variety of locations and environments. The production of housing for low and moderate income people and those with special needs should be continued at locations where appropriate services and facilities are available.

The residential settlement guidelines in general reflect a concern with efficient energy use through such measures as encouraging compact and well organized communities. The design of residential developments can also assist in this effort. The operation of transit vehicles in residential communities should be facilitated by the appropriate location of streets and moderate density housing. The maximum feasible use of solar energy and energy conservation techniques is also encouraged. Rising energy costs will enhance the economic feasibility of unfamiliar technologies; accordingly, the policies suggest a general stance of keeping options open to new techniques such as district heating.

COUNTRYSIDE AND FARMS

If the development strategy is followed, sufficient land is available to meet foreseeable urban and industrial needs without using additional farmland, floodplain areas, important natural areas or hazardous areas. But the strategy will not be effective unless there are provisions which govern the use of the areas that are intended to remain agricultural or rural in nature. Such provisions strengthen the viability of these areas by bolstering farming and providing some opportunity for a diversity of lifestyles in the Lower Mainland. These aims are the foundation of the implementation measures for AGRICULTURAL and RURAL areas. Also included in this section are policies for the extensive areas of the region for which the best use is resource extraction and harvesting.





The implementation measures which apply to the countryside and farms are:

- AGRICULTURAL Area Policies and Designations;
- RURAL Area Policies and Designations;
- CANYON HAMLET Area Policies and Designations; and
- RESOURCE Area Policies and Designations.

AGRICULTURAL AREA POLICIES

GENERAL POLICIES

SUPPORT
- preservation and enhancement of farmland.
- farming as a way of life, a source of food, a component of the regional economy and an integral part of the regional environment.

ENSURE
- priority is given to the needs of farming in farm areas.

ENCOURAGE
- non-soil bound agriculture to be located on lower capability land.
- processing of resources close to their point of origin within the region wherever possible.
- maintenance of integral farm units.

RESERVE
- agricultural land in large, contiguous areas for farm use.

LIMIT
- non-farm uses in farm areas.
- further subdivision on the floodplain.

DESIGNATION POLICY

1. The plan map designates as AGRICULTURE those areas best suited to farm production and includes all lands within the Agricultural Land Reserve. Areas excluded from the Agricultural Land Reserve shall remain within the AGRICULTURAL area unless redesignated by plan amendment.

2. AGRICULTURAL areas may be extended or created through plan amendment where additional areas suited to farm production are identified.

USE POLICY

1. Except as hereinafter provided AGRICULTURAL areas within the Agricultural Land Reserve shall be used in accordance with the Agricultural Land Commission Act, regulations thereto and orders of the Commission. New non-farm uses on land within the Agricultural Land Reserve which is not exempted under s.19 from the provisions of the Aricultural Land Commission Act or on land to which Order 168/74 of the Agricultural Land Commission applies:

- must be approved by the Provincial Agricultural Land Commission; and
- shall be in accordance with the standards of the responsible authority except that AGRICULTURAL areas may be only used for: industrial, storage, processing or repair uses related to agriculture; storage and sorting operations related to forestry; or country residential, recreation, commercial outdoor recreation, utilities, local transportation and local public uses.

2. AGRICULTURAL areas not within the Agricultural Land Reserve or land within the Agricultural Land Reserve that is exempted under s.19 from the provisions of the Agricultural Land Commission Act or exempted pursuant to Order 168/74 of the Agricultural Land Commission may be used only for farming, including industrial, storage, processing or repair uses incidental or ancicillary to farming, fishing, forestry, recreation, country residential, commercial outdoor recreation, utilities, local transportation, local commercial, local public and local semi-public uses.

SUBDIVISION POLICY

1. Land in AGRICULTURAL areas within the Agricultural Land Reserve shall only be subdivided in accordance with the provisions of the Agricultural Land Commission Act, regulations thereto and orders of the Commission.

2. Land in AGRICULTURAL areas outside of the Agricultural Land Reserve or land within the Agricultural Land Reserve that is exempted under s.19 from the provisions of the Agricultural Land Commission Act, shall only be subdivided in accordance with the standards of the responsible authority, except that the parcel size shall be not less than 8 hectares (20 acres) in floodplain areas and 4 hectares (10 acres) outside floodplain areas.

AGRICULTURAL AREAS

The preservation of agricultural land is a well established policy in the Lower Mainland. The policy is based on the recognition that the amount of good agricultural land in the region is limited and the loss of such land to urbanization is irreversible. With increasing transportation costs and increasingly uncertain supplies of food available from outside the region, maintaining our agricultural capacity is crucial to the Lower Mainland's long-term security. The 1966 plan's policy of preserving productive farmland was reinforced by the establishment of the Agricultural Land Reserve in 1973. Agricultural land is to be preserved by identifying farm areas and by establishing policies related to their use and enhancement through the AGRICULTURAL designation.

The policies of the AGRICULTURAL designation are intended to extend beyond reserving land and limiting certain types of use, and to support agricultural uses. Conflicts between agricultural and other uses should be minimized and provisions are included in the designation policies to this effect. Transportation and regional utilities policies included elsewhere in the plan will reduce the disruption which can be caused by these facilities. The use in local by-laws of the British Columbia Ministry of Agriculture's Green Zone Model By-law provisions is also encouraged as a means of reducing use conflicts through the establishment of minimum distances between agricultural operations and neighbouring uses. Farming needs, such as ensuring the availability of irrigation water and adequate dyking and drainage, should be given priority in AGRICULTURAL areas.

Most of the land within the AGRICULTURAL designation is also within the Agricultural Land Reserve; the regulations of the Provincial Agricultural Land Commission take precedence in matters of subdivision and land use in these areas. The concerns of regional boards with respect to land within the Agricultural Land Reserve are also reflected in the provisions of the AGRICULTURAL policies.

The regulations of the Provincial Agricultural Land Commission establish the outright and conditional uses which may be allowed and the rules with respect to subdivision of these lands. AGRICULTURAL lands which are not covered by the Agricultural Land Commission's regulations include parcels of less than .8 hectares (2 acres) which are exempt as well as lands which have been excluded from the Land Reserve. Use and subdivision policies are established in this plan to ensure these areas remain rural in character. Large parcel sizes are to be maintained for AGRICULTURAL lands in the floodplain to discourage intensive development and minimize potential risk.

Regional boards assist in the administration of the Agricultural Land Reserve by commenting on applications for subdivision or exclusion of land within the Reserve. This role is linked to Official Regional Plans through the AGRICULTURAL policies and designations. Exclusion applications will ordinarily be considered by a regional board in the context of any necessary amendment to its Official Regional Plan as part of the process of fine-tuning the Agricultural Land Reserve.

RURAL AREA POLICIES

GENERAL POLICIES

ENSURE
- types of uses and densities are appropriate to a rural area.

RESERVE
- a limited number of rural areas for long term rural use.

LIMIT
- further subdivision on the floodplain.

DESIGNATION POLICY

1. The plan map designates as RURAL those areas:
- predominately in large parcels;
- largely unsuitable for soil-bound farm production or industry;
- suitable in slope, soil and drainage conditions to support on-site servicing;
- not environmentally sensitive or potential park sites; and
- that can be maintained as rural areas in the long term.

2. RURAL areas may be extended or created through plan amendment provided:
- additional lands that meet the designation policy criteria above are identified;
- the area is not in a hazard area;
- development trends warrant such an extension or creation; and
- the extension or creation will not impede the realization of the development strategy.

USE POLICY

1. RURAL areas may be used only for farming, forestry, country residential, resource extraction, recreation, conservation, utilities and local commercial, local public, local semi-public and local transportation uses.

2. RURAL areas may also be used for institutional, light manufacturing, regional transportation oriented commercial and commercial outdoor recreation uses provided that the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan which demonstrates that:
- such uses will not adversely affect surrounding lands;
- such uses are in keeping with the development objectives, development strategy and general policies of this plan; and
- the area in which this provision is applied does not exceed 5 per cent of the portion of that Official Community or Official Settlement Plan area that is designated RURAL in the Official Regional Plan.

SUBDIVISION POLICY

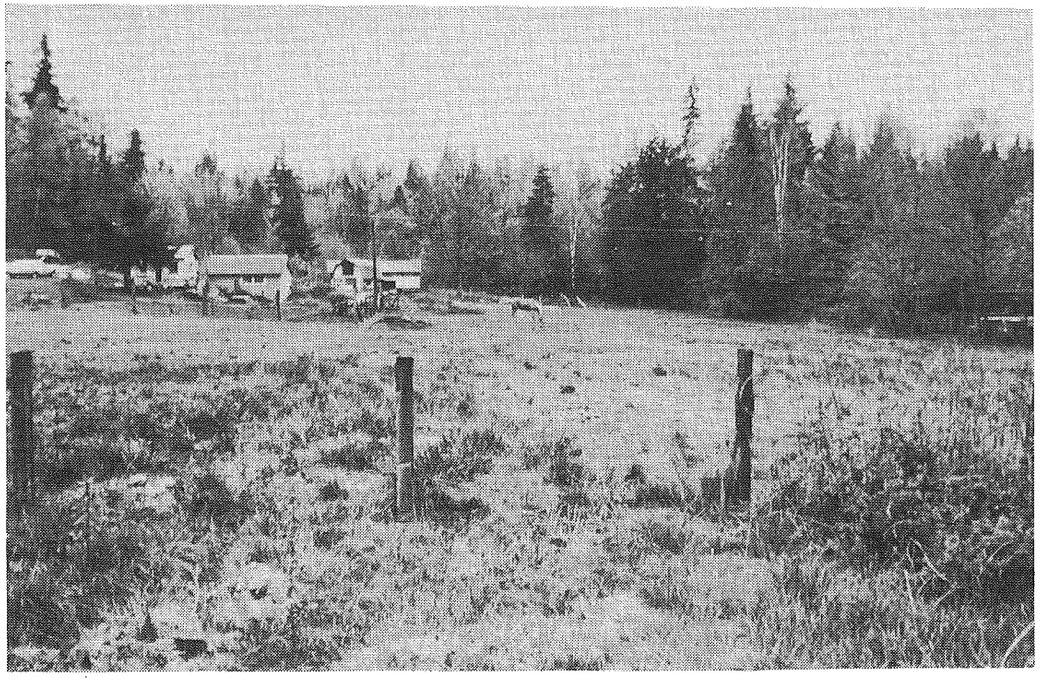
1. Land in RURAL areas shall only be subdivided in accordance with the standards of the responsible authority except that the parcel size shall not be less than 8 hectares (20 acres) in floodplain areas and 2 hectares (5 acres) outside of floodplain areas.

2. Notwithstanding the above, land in RURAL areas shall only be subdivided in accordance with the standards of the responsible authority, except that the area in which these provisions are applied shall not exceed, in total, 50 per cent of that portion of the land in any municipality or electoral area that is designated RURAL in the Official Regional Plan and provided that:
- the area is not within a floodplain; and
- the approval of the Medical Health Officer has been obtained with respect to on-site sewage disposal; except that
- the parcel size shall be not less than .4 hectares (1 acre) or the equivalent net dwelling unit density in areas served by a community water system and not less than 1 hectare (2.5 acres) or the equivalent net dwelling unit density in other areas except that, where local zoning by-laws are in force, the area in which this provision is applied shall not exceed 20 hectares (50 acres) of that portion of the municipality or electoral area that is designated RURAL in the Official Regional Plan; or
  the parcel size shall be not less than .4 hectares (1 acre) or the equivalent net dwelling unit density in areas served by a community water system and not less than 1 hectare (2.5 acres) or the equivalent net dwelling unit density in other areas, provided that the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan which demonstrates that such subdivision will not adversely affect surrounding lands or the overall rural character of the area.

RURAL AREAS

Although the general emphasis of this plan is to direct residential and commercial development into urban areas, provision for rural uses and life styles is implemented through the RURAL area policies of the plan. Rural areas are distinct and in some cases removed from urban areas.

RURAL areas are distinguished from URBAN RESERVE areas in that they are intended to remain rural in the long term and are differentiated from the AGRICULTURAL areas in that they generally cannot support soil-bound agricultural uses. Large sized parcels that maintain the low density character of the area are appropriate to maintain a rural atmosphere and to limit the demand for services such as community water supply and schools which can be most efficiently provided in URBAN areas.



Within RURAL areas a variety of compatible rural uses are encouraged, generally limited to low density activities with on-site water supplies and sewage disposal complemented by limited commercial and community services that serve the local rural population. By maintaining areas of larger sized parcels in appropriate areas, uses such as farming, forestry and recreation will also be provided for in RURAL areas.

In special circumstances certain other commercial and institutional uses that would not be suitable throughout the RURAL areas may be allowed by plan amendment. Examples would include service stations close to major highways, ski developments or prisons. Where such cases involve major provincial or federal institutions, care should be taken to minimize the impact on community life in the area. Similarly, rural residential development on smaller sized parcels may be permitted by plan amendment when an Official Settlement Plan or Official Community Plan clearly protects the long term rural future of the area and does not harm the overall development strategy of this plan. The need for small holdings and the suitability of the area to accommodate rural development are key considerations in these cases. Such development is not permitted in the floodplain.

CANYON HAMLET AREA POLICIES

GENERAL POLICIES

SUPPORT

- preservation and enhancement of lifestyle and economy of canyon rural and hamlet settlements in appropriate locations.

ENCOURAGE

- processing of resources close to their point of origin within the region wherever possible.

LIMIT

- settlement and subdivision in areas of natural hazard.
- subdivision in areas with inadequate access.

DESIGNATION POLICY

1. The plan designates as CANYON HAMLET benches and alluvial terraces in the Fraser Canyon and in the Nahatlatch, Lillooet, Skagit and Chilliwack River Valleys, which are:

- above the flood-plain;
- limited in size and suitable only for small hamlet settlement;
- free from geologic hazard;
- easily accessible; and
- suitable for on-site servicing on relatively small lots.

2. CANYON HAMLET areas may be extended or created through plan amendment provided:

- additional lands that meet the designation policy criteria above are identified;
- development trends warrant such an extension or creation;
- regional transportation access and local access are both adequate to permit additional settlement; and
- the extension or creation does not produce any contiguous tracts of land designated CANYON HAMLET in excess of 40 hectares (100 acres) except that
- where an area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan, the contiguous tract of land designated CANYON HAMLET shall not exceed 80 hectares (200 acres).

USE POLICY

1. CANYON HAMLET areas may be used only for farming, forestry, country residental, mobile home parks with less than 40 sites, light manufacturing, resource extraction, recreation, conservation, utilities and local commercial, local public, local semi-public and local transporation uses.

2. CANYON HAMLET areas may also be used for institutional uses, regional transportation oriented commercial uses and mobile home parks with more than 40 sites provided that the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan which demonstrates that:

- such uses will not adversely affect surrounding lands;
- such uses are in keeping with the development objectives, development strategy and general policies of this plan; and
- such mobile home parks are in special zones in local zoning bylaws or subject to other special regulatory bylaws respecting location and development; and
- provided that water supply and sewage disposal systems are approved by the authority having jurisdiction; and
- the area in which this provision is applied does not exceed 5 per cent of the portion of that Official Community of Official Settlement Plan area that is designated CANYON HAMLET in the Official Regional Plan.

SUBDIVISION POLICY

1. Land in CANYON HAMLET areas shall only be subdivided in accordance with the standards of the responsible authority except that:

- the parcel size shall not be less than 0.4 hectares (1.0 acres) where on-site services are provided or the equivalent net dwelling unit density, and not less than 0.2 hectares (0.5 acres) where a community water supply system is provided upon subdivision; and
- the approval of the Medical Health Officer has been obtained with respect to on-site sewage disposal.

2. Notwithstanding the above, land in CANYON HAMLET areas, where a community water supply system is provided upon subdivision, shall only be subdivided in accordance with the standards of the responsible authority and, where on-site services are provided, the parcel size shall not be less than 0.2 hectares (0.5 acres) provided that:

- the approval of the Medical Health Officer has been obtained with respect to on-site sewage disposal;
- the area has been the subject of a plan amendment supported by an Official Community Plan or Official Settlement Plan accompanied by building siting regulations which demonstrate that such densities can be maintained in the long-term without the need for additional community water and sewer services and by corroboratory evidence to support the fact that future expansion of the hamlet to a size which would necessitate the provision of community services is impossible.

CANYON HAMLET AREAS

The more remote areas of settlement in the Lower Mainland planning area are characterized by steep valleys in which traditional settlements are confined on benches and river terraces above the flood-plain. The larger ones like Yale and Boston Bar have grown to a size large enough to support semi-urban services and are designated URBAN-2 in this plan. Others elsewhere in the Fraser Canyon and in the Nahatlatch, Lillooet, Skagit and part of the Chilliwack River Valleys are and will always remain small hamlets which provide an important manifestation of the diversity of lifestyles and settlement types which is so characteristic of the planning area.

The typical site characteristics of these small hamlet settlements on pockets of well-drained alluvial deposits raised well above the Valley floor have the advantage of providing excellent opportunities for on-site sewer and water services but they are limited by difficulties of access, proximity to natural hazards including landslips, rockfalls, avalanche, river erosion and flooding of side creeks flowing into the main valley and they are constrained by provincial forest reserves and, where the major benches are wide and extensive, by the agricultural land reserve. Their social and economic characteristics are dominated by a largely basic employment structure related to mining and forestry, industries which are tending to increase in the area, and by a population which is important to the maintenance of the limited range of social services available in the larger settlements nearby.

It is a regional policy to support the survival of these small historic settlements as an important component of the lifestyle diversity in the Lower Mainland. With good planning, it is possible to make full use of the attributes of their site characteristics to avoid the natural hazards and to improve upon the historical pattern of access upon subdivision to the benefit of the regional transportation system.

The purpose of the CANYON HAMLET designation, therefore, is to provide for maximum utilization of these limited sites for hamlet settlement in steep valley locations while preserving provincial forest and agricultural land reserves. Land use and subdivision policies are based upon the recognition that these settlements cannot grow beyond a limited size because of physical constraints. They reflect the traditional residential and local service lifestyles in these areas.

RESOURCE AREA POLICIES

GENERAL POLICIES

RESERVE
- areas required to produce the region's renewable resources.

ENCOURAGE
- forestry, fishing, mining and other natural resource development as key elements of the region's economy.
- processing of resources close to their point of origin within the region wherever possible.
- multiple-use of lands, particularly for recreation and conservation.
- reclamation and rehabilitation of depleted resource extraction sites.

LIMIT
- developments that preclude the future availability of aggregrate resources.

DESIGNATION POLICY

1. The plan map designates as RESOURCE:
- lands within a Provincial Forest Reserve;
- lands under Tree Farm Licence; and/or
- lands required or having potential for resource development.

2. RESOURCE areas may be extended or created through plan amendment when new areas having resource development potential are identified.

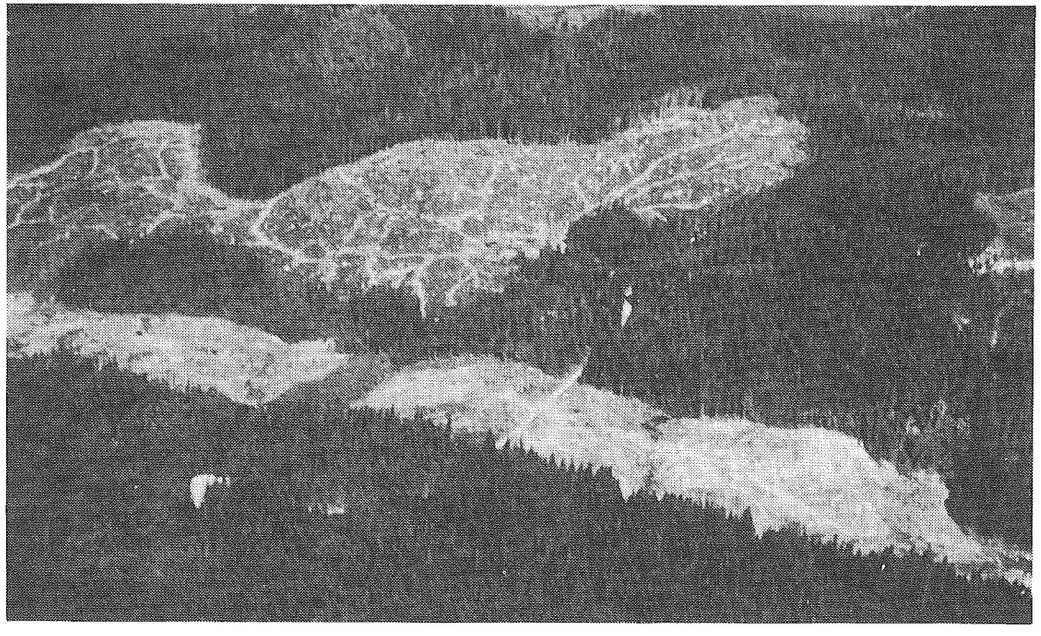
USE POLICY

RESOURCE areas may be used only for resource extraction and harvesting including farming, forestry, mining and the preliminary grading, cutting or crushing and storage of primary forest or mining products for shipment, repair, ancillary manufacturing, utility, recreation and conservation uses except that areas shown on the Biologically Important Natural Asset map that are within a RESOURCE area should be used only for recreation and conservation uses.

SUBDIVISION POLICY

Land in RESOURCE areas shall only be subdivided where subdivision is required in the interests of responsible resource management.

RESOURCE AREAS



The RESOURCE policies recognize that extensive areas of the Lower Mainland are suitable for the growing and harvesting of forest resources and the extraction of mineral resources. The continuation of these activities is vital to the Lower Mainland's economy. The aim of the plan is to encourage this continuation while fostering other compatible uses such as recreation and ensuring the protection of important natural assets.

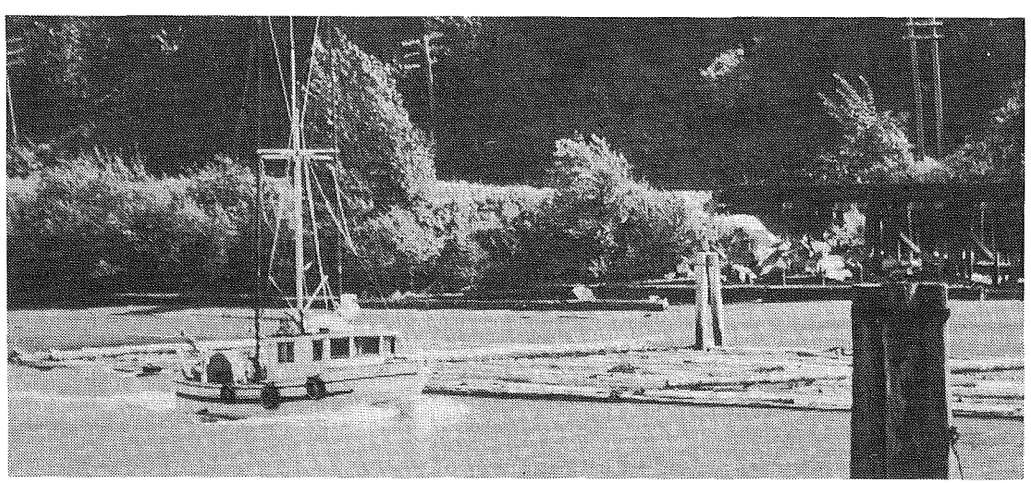
Aggregate resources (sand and gravel) sites may also be included in the RESOURCE designation. There has often been a tendency to permit urban development over and near these sites which prevents extraction of this valuable resource - a resource which is vital to the region's development. Maps identifying major aggregrate areas are contained in Technical Memorandum No. 7; municipalities are encouraged to phase development in ways that will permit the extraction of these resources.

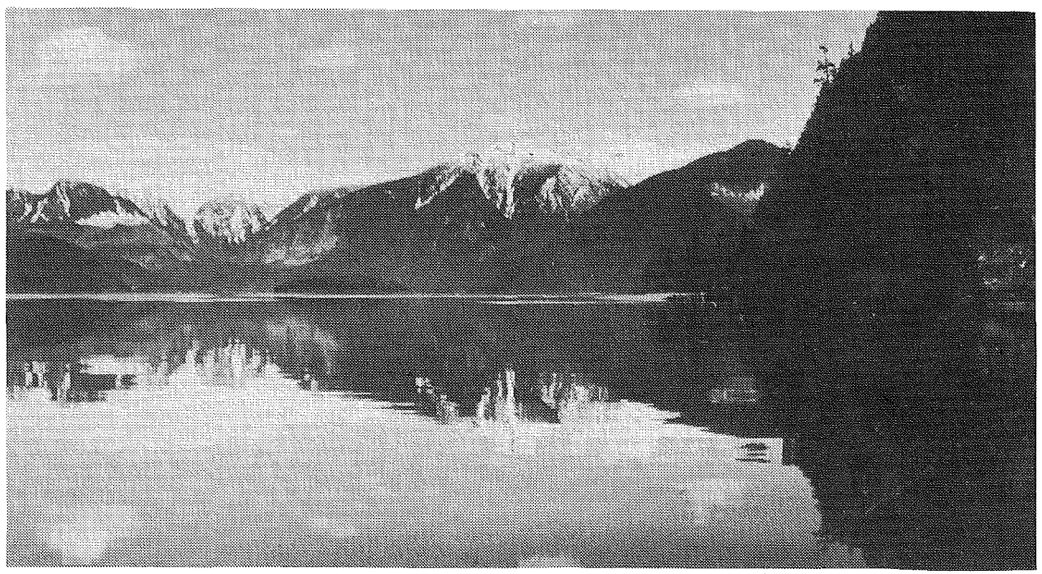
Resource development activities affect important regional objectives such as the provision of a wider range of employment and recreation opportunities, efficient transportation and the preservation of environmental quality. Detailed use and subdivision controls for RESOURCE areas are, however, the responsibility of provincial and municipal authorities.

ENVIRONMENT

The development of cities and towns, the provision of space for industry and the preservation and enhancement of agriculture and rural life can be accommodated with minimal damage to the Lower Mainland's rich natural environment and recreational opportunities. The preservation of this natural setting and the reduction of conflict between it and the activities of people are the central concerns of this section.

The provisions of this section are intended to foster the development of recreation areas in the Lower Mainland as a coordinated region-wide system incorporating major features such as the Fraser River and its estuary, the mountains and the interconnected rivers and lakes. The priorities are to protect unique areas threatened by development, to ensure that appropriate sites for recreation are reserved in areas close to present and future population concentrations and to develop the substantial areas which are already in public ownership.





The preservation of environmental quality involves a wide range of public and private agencies. The plan contributes to this objective by limiting uses on or near major water areas, identifying areas of environmental significance and encouraging their protection in the course of development.

The environmental policies of the plan are to be implemented through the following provisions:

- PARK Area Policies and Designations;
- LIMITED USE Area Policies and Designations;
- RESORT Area Policies and Designations;
- Floodplain Policies; and
- Natural Assets Policies

PARK AREA POLICIES

GENERAL POLICIES

ENCOURAGE
- development of acquired park areas.

RESERVE
- areas of significant recreation potential or high biological productivity.

SUPPORT
- the acquisition of parkland.

DESIGNATION POLICY

1. The plan map designates as PARK those areas owned or under long-term lease by a responsible authority for public recreation use of regional significance including federal parks, provincial parks and recreation reserves, regional parks and/or municipal parks that serve a regional function.

2. PARK areas may be extended or created through plan amendment when new areas are acquired for public recreation use of regional significance.

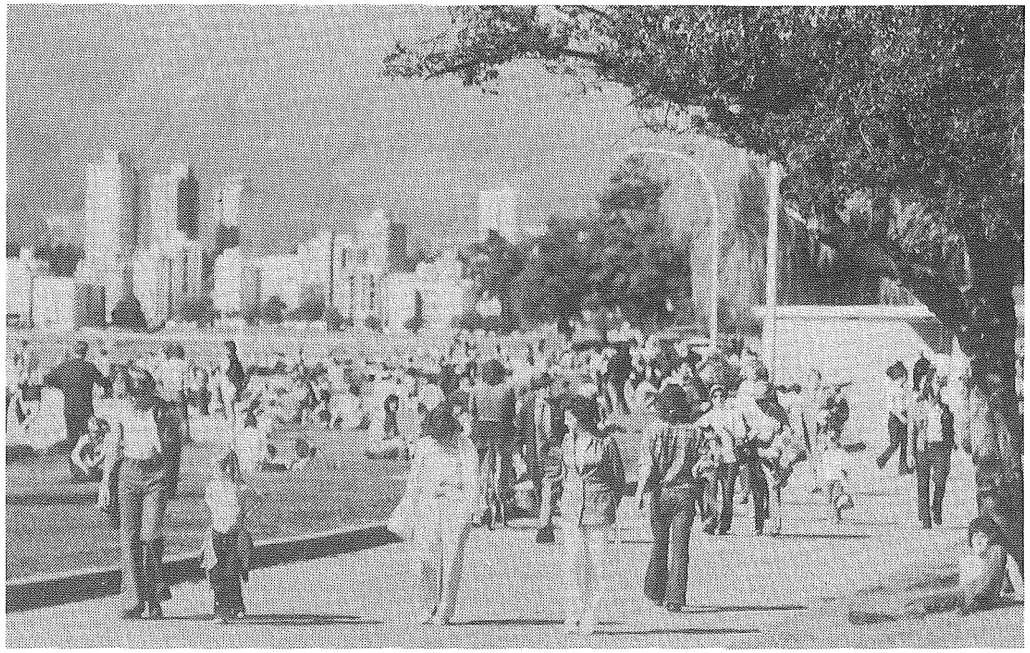
USE POLICY

PARK areas may be used only for recreation, conservation and ancillary uses; except as otherwise provided by the responsible authority.

SUBDIVISION POLICY

Land in PARK areas shall only be subdivided under extraordinary circumstances where subdivision is required in the interests of responsible park management.

PARK AREAS



The purpose of the PARK designation is to identify acquired parkland which is of regional significance, such as Belcarra Regional Park, Campbell Valley Regional Park, Stanley Park, Kanaka Creek Regional Park and Cultus Lake Provincial Park. The designation includes provincial parks and recreation reserves, regional parks and major municipal parks that serve a regional function. Development within these areas is limited to that related to recreation, but responsibility for operating the park and determining specific standards is left to the responsible authority.

New PARK areas will be designated when land is acquired. If certain areas become surplus to park needs, these areas can be redesignated to other uses. Provision is made at the end of this part of the plan for the minimum parcel size provisions of all designations to be relaxed when part of a parcel of land is being acquired for a public park.

The designated PARK areas include a significant amount of land at high elevations which cannot be fully used because access is difficult. Much of this land is ecologically sensitive and should not be subjected to intensive recreational use. For these reasons, the priority with respect to existing and potential PARK areas should be on improving access where appropriate and on acquiring sites closer to centres of population which are suitable for many types of recreational use. It must be recognized that the provision of access requires adequate personnel and financing to manage park areas in the interest of all users and the surrounding communities.

LIMITED USE AREA POLICIES

GENERAL POLICIES

LIMIT
- development in areas with difficult site features and areas of geologic hazard.
- development of land for which the best use is not yet determined.

RESERVE
- areas of significant recreation potential or high biological productivity.
- community water supply watersheds.

ENCOURAGE
- multiple-use of lands, particularly for recreation and conservation.

DESIGNATION POLICY

1. The plan map designates as LIMITED USE:
- environmentally sensitive areas;
- significant fish, wildlife or waterfowl habitat;
- potential park sites;
- community water supply watersheds;
- lands with site features that limit development;
- major water areas;
- areas of undetermined future use; and/or
- areas that are uneconomical or inefficient to service.

2. LIMITED USE areas may be extended or created through plan amendment when new areas with any of the above features are identified.

USE POLICY

LIMITED USE areas may be used only for farming, forestry, country residential, institutional, local transportation, utilities, recreation, conservation and commercial outdoor recreation uses provided:
- areas of geologic hazard may be used only after the appropriate geotechnical studies have been undertaken;
- areas of biological significance or potential park sites may be used only for uses which have minimal environmental impacts; and
- water areas may also be used for fishing, regional transportation, utilities, temporary storage and sorting of primary forest products, aggregate extraction and residential use provided that where water areas are proposed to be used for the temporary storage or sorting of primary forest products, aggregate extraction or residential use, the recommendations of the regional board shall be obtained by the responsible authority.

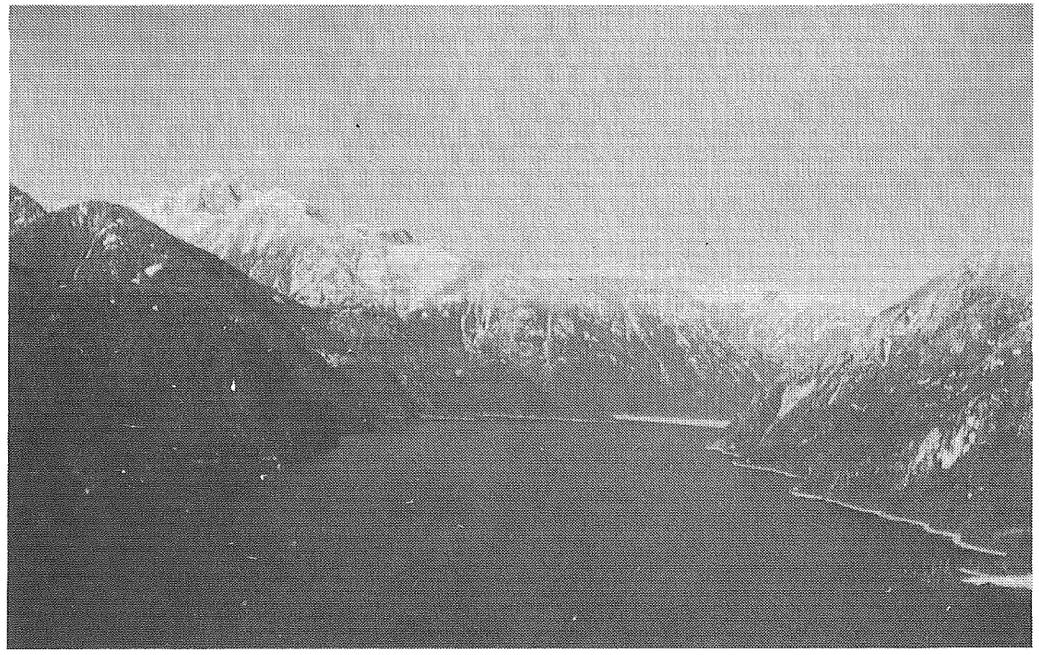
SUBDIVISION POLICY

1. Land in LIMITED USE areas shall only be subdivided in accordance with the standards of the responsible authority, except that the parcel size shall not be less than 8 hectares (20 acres).

2. Notwithstanding the above, land in LIMITED USE areas may be subdivided into smaller parcels for planned unit cottage developments and recreational vehicle developments in accordance with the standards of the responsible authority provided that:
- such cottage and/or recreational vehicle developments are included in special zones in local zoning by-laws or subject to other special provisions respecting location and parcel size in local development by-laws where development by-laws are in force; and
- the maximum development permitted under this provision shall not exceed 50 cottage sites or dwelling units or 100 sites for recreational vehicles within an area of a radius of 1.5 km.

3. A regional board may, by plan amendment, raise the maximum development permitted under section 2 above to 250 cottage sites or dwelling units or 500 sites for recreational vehicles within an area of a radius of 1.5 km provided the area is served by a community water supply system.

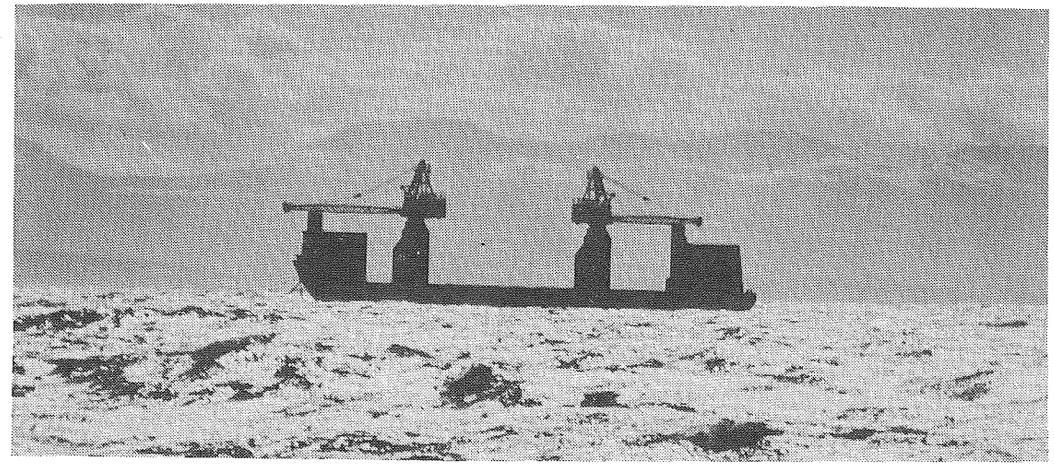
LIMITED USE AREAS



LIMITED USE areas are inappropriate for urban, rural or industrial development. They include major water areas and land areas with known or suspected physical limitations and hazards such as those identified on the geologic hazards map in Technical Memorandum No. 7. The uses permitted and large minimum parcel sizes are intended to restrict intensive development and responsible authorities may impose further restrictions on such LIMITED USE areas as community watersheds. A wider range of activities such as trapshooting or floathomes may be permitted in certain circumstances, but care should be taken to minimize the detrimental impact on the land and water and on neighbouring urban or rural communities. If other areas with factors that limit their development are identified the LIMITED USE designation may be applied to them. Conversely, if future studies show that an area can accommodate a broader range of uses without environmental damage or risk to persons and property, it may be redesignated through plan amendment.

A number of governmental agencies have jursidiction over the straits, bays, estuaries, rivers and lakes of the Lower Mainland. The LIMITED USE designation applied to these water areas triggers a process of referral to regional boards so that the provisions of the plan can be considered in assessing the impact of a change in the use of these water bodies.

If permitted by local development by-laws, up to 50 cottage sites or 100 recreational vehicle sites may be created with a radius of 1.5 km in LIMITED USE areas. These limits may be raised by plan amendment if a water supply is available. More extensive development would entail a redesignation to RESORT, URBAN or URBAN-2.



RESORT AREAS POLICIES

GENERAL POLICIES

LIMIT
- all uses incompatible with recreational development in resort areas.
- the extent of resort development to levels compatible with the preservation of natural assets and amenities.

ENSURE
- most effective use of the natural assets on which resort development is based.
- adequate provision of regional transportation facilities and access to areas of new resort development.
- integration and compatibility of resort developments with adjacent lands including Provincial Parks and Forest Reserves.
- adequate physical and community services are provided to support stable communities in resort areas in the long term.
- maintenance and improvement of public access to primary natural assets in the course of resort development.

ENCOURAGE
- maximum cooperation among all public agencies and private developers in planning resort developments.

DESIGNATION POLICY

1. The plan map designates as RESORT those areas:
- isolated from existing urban centres where integrated resort developments of regional significance exist or are planned for the future;
- having suitable soil and slope conditions for resort development;
- not environmentally sensitive;
- not significant fish, wildlife or waterfowl habitat; and
- having regional transportation access adequate to sustain resort development.

2. RESORT areas may be extended or created provided:
- additional lands that meet the designation policy criteria above are identified;
- the proposal has the approval of the appropriate provincial agencies where Crown land is involved; and
- recreational development trends warrant such creation or extension.

USE POLICY

RESORT areas may be used only for recreation, commercial outdoor recreation, country residential, multiple residential, conservation, farming, forestry, local public, local semi-public, local transportation, local commercial, utility and regional transportation-oriented commercial uses.

SUBDIVISION POLICY

1. Land in RESORT areas shall only be subdivided in accordance with the standards of the responsible authority, except that the parcel size shall not be less than 8 hectares (20 acres).

2. Notwithstanding the above, land in RESORT areas shall only be subdivided in accordance with the standards of the responsible authority provided that the area has been the subject of a plan amendment supported by an Official Settlement Plan or an official Community Plan covering the area of the RESORT which demonstrates that the development of the RESORT area is feasible within acceptable environmental and physical constraints.

3. Notwithstanding the above, land in RESORT areas shall only be subdivided in accordance with the standards of the responsible authority provided that:
- a master development plan has been prepared and approved in principle by resolution of the regional board as a basis for the preparation of an Official Community Plan or Official Settlement Plan;
- the subdivision is compatible with the General and Designation policies of RESORT areas and with the master development plan; and
- the area in which this provision is applied does not exceed 20 per cent or 40 hectares (100 acres), whichever is the lesser, of that portion of the land area of each area designated RESORT in the Official Regional Plan.

RESORT AREAS

The purpose of the RESORT designation is to foster the development of stable, well-planned resort communities where these are planned away from established urban centres and to ensure the most effective use of the natural features on which such resorts are based.

Destination resorts may have significant regional transportation implications, often involving heavy public expenditures, and the policies are intended to ensure that access and development are properly phased. Equally, the policies are intended to maintain public access to natural assets, to integrate private resort developments with adjacent public land, to control the extent of development to levels compatible with the protection of the natural environment and to prevent incompatible land uses such as industries and institutional uses from establishing in RESORT areas.

The actual form and character of resorts will vary as a reflection of their history of development and of the natural assets which form the basis of their attraction. They may be based on water-oriented recreation, as at Cultus Lake, on ski facilities, or on some other natural asset, and they will frequently incorporate innovative modes of development to augment their attraction. RESORT areas are intended to be planned as integrated developments, with residential, commercial and recreational activities, as distinct from single purpose developments such as outdoor recreation facilities or isolated cottage subdivisions. As such, a fairly complete range of services is required in resorts although facilities such as schools may not be provided in some communities even at full development.

The planning process for resort developments is an important component of the policy statements since the distinctive patterns of development require that planning controls be sensitive to the individual nature of each resort. The process is focussed on the adoption of Official Settlement or Community Plans.

The intended sequence from general concept plan to master plan and detailed subdivision layout and design followed by the developer parallels the sequence of Official Regional Plan designation, the Official Settlement or Community Plan and zoning by-laws followed by local planning agencies. Thus, plan designation for a RESORT area will reflect and follow approval by the board and provincial agencies of an overall concept plan. More detailed planning within the guidelines of the Official Regional Plan and of provincial agencies will lead to the preparation of an Official Settlement or Community Plan which forms the basis for local zoning and subdivision regulations.

FLOODPLAIN POLICIES

GENERAL POLICIES

ENSURE
- new development on the floodplain is adequately floodproofed.

LIMIT
- further urban development on the floodplain.
- further industrial development on the floodplain.
- further subdivision on the floodplain.

ENCOURAGE
- the development and implementation of floodplain management programs, including public awareness of the potential economic, social and other dangers of floodplain development.
- programs to maintain clear river flows and to minimize river bank erosion.

APPLICATION POLICY

A floodplain is an area of land, whether floodproofed or not, which is susceptible to flooding by a watercourse, lake, ocean or other body of water; and includes in this plan:

- the area within the 200 year floodplain of the Fraser River and its tributaries;
- the area within the 200 year floodplain of the Serpentine, Nicomekl, Coquitlam and Chilliwack Rivers; and/or
- areas susceptible to flooding from the Strait of Georgia.

The floodplain as described above is shown on the floodplain map. The floodplain map also shows areas protected by the 1-in-200 year standard dykes approved by the Ministry of Environment. The map may be modified by plan amendment on the basis of further studies. Not included on the floodplain map are those areas adjacent to local watercourses, lakes or the sea which are subject to periodic inundation. These areas should also be subject to the floodproofing requirements established by local by-laws.

IMPLEMENTATION POLICY

THROUGH THE PROVISIONS OF THIS PLAN

1. URBAN and INDUSTRIAL area policies limit the extension of those designations into the floodplain. Any extension of an URBAN area, or extension or creation of an INDUSTRIAL area, into the floodplain is contingent upon floodproofing. The subdivision policies of AGRICULTURAL and RURAL areas require larger parcel sizes in floodplain areas in order to limit the density of development.

2. Floodproofing to a standard approved by the Ministry of Environment shall be provided where there is no reasonable alternative to new development on the floodplain.

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

3. Municipalities should include the floodproofing requirements of the Ministry of Environment within their local by-laws.

THROUGH THE ACTIONS OF FEDERAL AND PROVINCIAL GOVERNMENTS

4. Where floodproofing requirements approved by the Ministry of Environment are not provided for by local by-law, the responsible authority shall not approve any development by-law, subdivision plan or development permit affecting lands in a floodplain without the prior approval of the Minister of Municipal Affairs or the Minister of Environment in the case of subdivision plans.

5. Since areas of the floodplain have been developed or are committed through early settlement to further development without adequate floodproofing, appropriate agencies should be encouraged to cooperate with local agencies to:
- provide adequate flood forecasting and warning;
- establish plans for evacuating floodplain areas when necessary and to educate people about these plans;
- inform residents of the floodplain about their liability for flood damage;
- encourage the design of residential and industrial buildings which would suffer the least from flooding; and
- liaise with the Ministry of Environment on floodproofing regulations.

FLOODPLAIN

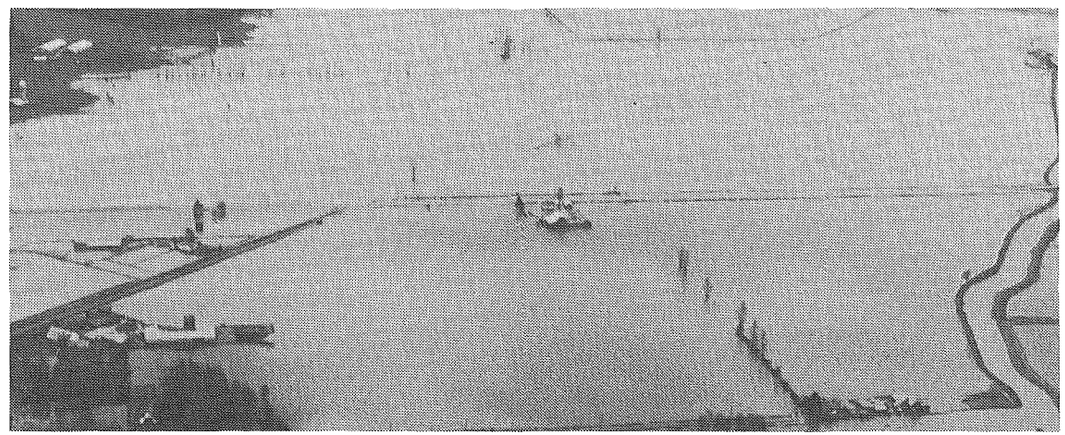
The Fraser River and its tributaries flood regularly; the floods of 1894 and 1948 are the largest since records have been kept. The floodplain as defined in this plan is the area which would be inundated in the flood which has statistical frequency of once every 200 years and approximates the 1894 flood. The extensive system of dykes and drainage facilities which has been built in the past 30 years provides a degree of protection but the possibility still exists of overtopping by a flood greater than the 200 year flood, a dyke failure, or local flooding behind dykes.

A long standing element of regional policy is to limit development in hazardous areas, particularly floodplains. This plan includes two approaches to this objective. First, intensive development is to be directed away from the floodplain. This approach is reflected in the URBAN, INDUSTRIAL, URBAN RESERVE, CANYON HAMLET and LIMITED USE designations. Second, the risk to development when it does occur in the floodplain is to be reduced by limiting subdivision in AGRICULTURAL and RURAL floodplain areas and by attaching conditions to all floodplain development through the floodplain policies and the floodplain map.

Certain types of development are allowed in floodplain areas but most new development (eg. INDUSTRIAL areas) is contingent upon floodproofing sufficient to withstand a 1-in-200 year flood. Floodproofing means the alteration of buildings and/or the raising of land levels such that the damage by flood waters is minimized. The exact levels in each area are determined by the provincial Ministry of Environment as part of the Province's direct involvement in floodplain management.

Provincial policy is reflected in the floodplain policies and the floodplain map, which shows the extent of the 1-in-200 year flood. The map replaces Schedule AA of the 1966 Official Regional Plan. Provincial legislation requires that any by-law or development permit affecting lands within the floodplain area must be referred to the Minister of Municipal Affairs for approval. Thus, amendments to the floodplain map must receive provincial approval. Provincial legislation also requires that before subdivision plans are filed they be submitted to the Ministry of Environment. The plan seeks the inclusion of floodproofing regulations in local by-laws so that the need for such provincial supervision can be eliminated. Floodplain areas designated ESTABLISHED URBAN or DEVELOPING INDUSTRIAL in the Official Regional Plan as of August 29, 1966 which are protected by dykes of a standard recognized by the Ministry of Environment have been exempted from the floodproofing requirements of the Ministry.

Because these established urban and industrial areas already exist within the floodplain, the plan encourages municipalities with floodplain areas to make appropriate arrangements for warning the population of the hazard and evacuating them in the event of a flood. Steps should also be taken to encourage the design of buildings in a way which will minimize flood damage. The plan encourages river bank protection and programs to keep rivers clear of obstructions which might worsen flooding.



NATURAL ASSETS POLICIES

GENERAL POLICIES

ENCOURAGE

- multiple-use of lands, particularly for recreation and conservation.
- development to respect areas of high visual amenity.
- increased public access to recreation features through the use of a variety of techniques.

SUPPORT

- development of a system of regional trails linking major recreation features.

MAINTAIN

- environmental quality.
- a balance and variety of biological systems.
- water quality and flow regimes at levels suited to the preservation and protection of aquatic and wildlife resources.

APPLICATION POLICY

Natural assets are regionally significant:

- biologically important features, including significant fish, bird, and wildlife habitat; unique ecological features; and distinctive natural landscapes; and/or
- outdoor recreation features, including beaches, dykes, areas for canoeing, camping, picnicking and angling as well as the more significant open space features of the region.

Natural assets are shown on the two maps (biologically important natural assets and regional outdoor recreation assets). These maps may be modified by plan amendment when warranted.

IMPLEMENTATION POLICY

THROUGH THE PROVISIONS OF THIS PLAN

1. Plan amendment applications for a redesignation of any lands containing or adjacent to a natural asset shown on the natural assets maps shall include a statement outlining the way in which the natural asset is to be treated in the development plans for the area.

2. In implementing the use and subdivision policies of any land-area designation of this plan, the responsible authority shall have due regard for the natural assets policies and the areas of significance shown on the natural assets maps by incorporating protection of such natural assets into development and management plans.

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

3. Natural assets policies should be reflected in Official Community Plans or Official Settlement Plans.

4. Major natural assets should be declared development permit areas, including areas within 100 m (300 feet) of the natural high water mark of fish bearing streams.

5. Development applications affecting natural assets should be referred to the appropriate conservation or recreation agencies for comment.

6. By-laws to implement the natural assets policies of this plan should be prepared based on the provisions of the Municipal Act:

- regarding soil removal and deposit and tree cutting to preserve natural assets [section 930 (d), (e), and (f)];
- regarding drainage to ensure flow regimes and water quality are maintained in fish bearing streams [sections 587(a), 588, 589(2), 596 and 611(5)(a)]; and
- regarding zoning and siting to maintain "green strips" along fish bearing streams [section 716].

7. Provisions of the Land Title Act regarding the dedication of public access upon subdivision should be used to secure access to regionally significant recreation features [section 75].

THROUGH THE ACTIONS OF FEDERAL AND PROVINCIAL GOVERNMENTS

8. Environmental impact assessments should be completed and the results implemented before undertaking any public works in a natural asset area.

9. Ways and means to protect natural assets should be considered before leasing or alienating vacant Crown lands or waters.

10. Natural assets policies should be respected in issuing gravel removal permits and pollution control permits.

11. Natural assets policies should be reflected in a Fraser River estuary management plan.

NATURAL ASSETS

Many of the Lower Mainland's outstanding natural features are protected by the policies of the PARK and LIMITED USE designations but other important natural assets are not within these designations because of the configuration of the assets or the higher overall priority of another use. These assets should be preserved during the course of development and public access provided wherever possible and appropriate.

Since land-area designation is not always the most appropriate means of protecting these assets, the natural assets policies and maps identify key features of regional significance and establish general procedures that will foster their conservation or recreational use. The provisions do not prohibit development in these areas but suggest that any development should occur in a manner that minimizes the impact on the natural asset. For example, houses can be sited to allow protection and access to a major ravine or an industrial firm may agree to an easement for a public walking trail through its property.

The natural assets policies apply to features shown on the two maps which are attached to the plan:

- Biologically important natural assets map; and
- Regional outdoor recreation assets map.

These maps are based on inventories and analysis outlined in Technical Memorandum No. 7 (Biophysical Features in the Lower Mainland). Of key importance are the continuous natural systems such as the Fraser River and its estuary and the other major rivers and lakes.

The biologically important natural assets map shows the location of areas of significant fish, bird and wildlife habitat as well as unique ecological areas and distinctive landscapes. The regional outdoor recreation assets map identifies beaches, dykes, fishing areas and other types of significant open spaces. It is important to note that the existence of any feature on one of these maps does not imply that the public has access to the feature. The securing of such access, where appropriate, is a desirable objective but should not be assumed to have been achieved in all cases. Not all significant assets are identified on these maps; more assets may be added when further detailed information is available.

The natural assets policies and maps must be considered during the preparation or review of development proposals or by-laws. If a development proposal affects lands adjacent to a natural asset then the impact of the proposal on the asset should be ascertained. This assessment should consider the impacts of the development proposal and ways to minimize them. The guidelines of the federal Department of Fisheries and Oceans should be employed where fish-bearing streams are involved. A manual of legal techniques is available from regional districts to assist in improving the awareness of the various ways and means that natural assets can be protected.

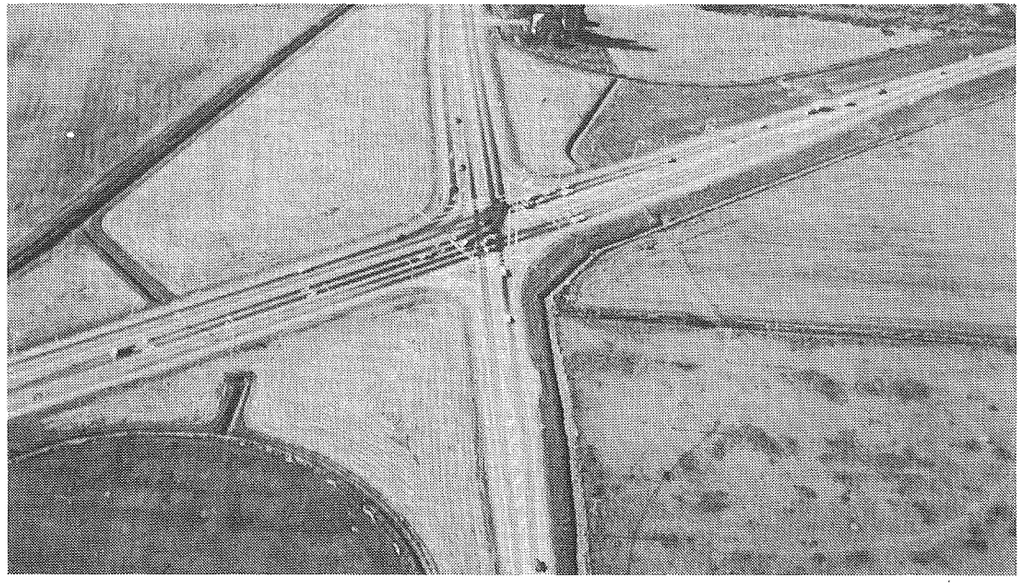
An impact assessment statement is a requirement in the case of any plan redesignation which involves a natural asset - particularly for lands through which public access to natural assets might be obtained.

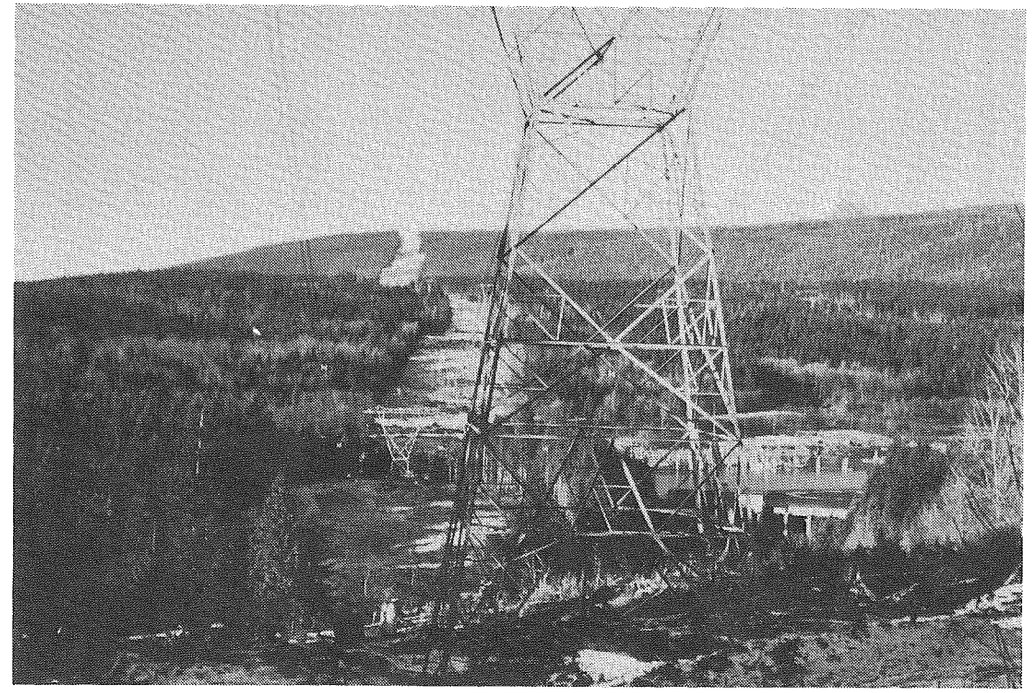
The incorporation of the natural assets policies and maps in Official Community and Settlement Plans and their use by the senior government agencies in management practices (such as foreshore leases and the Fraser River estuary management plan) is encouraged. Supportive actions of private individuals when developing their lands can also make a significant contribution to preserving these important regional features.

TRANSPORTATION AND UTILITIES

Although the development strategy in Part II aims toward a land-use pattern which minimizes the need for travel, it also recognizes that additional transportation and utilities corridors and facilities will be required to serve future growth in the Lower Mainland. This section contributes to the implementation of the development strategy by reserving space for existing and required regional transportation and utility services.

The further objective of enhancing the contribution of the Lower Mainland's ports to its economy is also a concern of this section of the plan. It requires the reservation of sites suitable for port development and the establishment of policies to increase harmony between port development and other concerns of the plan such as the provision of land-based transportation services, the preservation of natural assets, and the expansion of recreational opportunities.





The transportation and utilities objectives of this plan are to be implemented through the following provisions:

- PORT/TERMINAL Area Policies and Designations;
- Transportation Network Policies; and
- Regional Utilities Policies.

PORT/TERMINAL AREA POLICIES

GENERAL POLICIES

RESERVE
- existing and future port and terminal areas.

ENSURE
- existing port and terminal areas are fully utilized before new areas are established.
- incompatible uses do not encroach into port and terminal areas.

MAINTAIN
- access to port and terminal areas.

ENCOURAGE
- port development in areas that do not have ecological or recreational significance.

DESIGNATION POLICY

1. The plan map designates as PORT/TERMINAL major areas for trans-shipment of goods and passengers including rail terminals, airports, deep-sea and coastal ports, and/or ferry terminals.

2. PORT/TERMINAL areas may be extended or created through plan amendment when new major ports or terminal areas are required provided:
- regional transportation facilities can adequately service the proposed development; and
- the appropriate mitigation measures are undertaken to prevent any significant negative environmental impact.

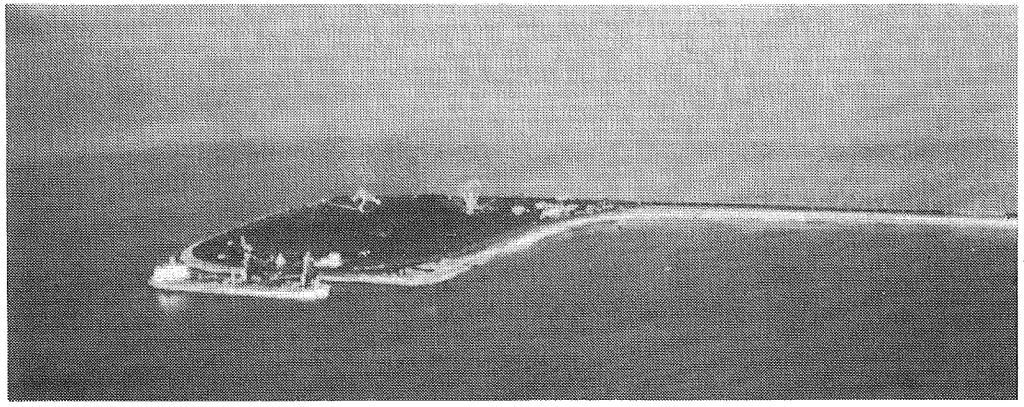
USE POLICY

PORT/TERMINAL areas may be used only for embarkation and dissembarkation of people, goods or energy trans-shipment uses; including light manufacturing, repair, storage and commercial uses incidental to the PORT/TERMINAL use; utilities, recreation, conservation and farming.

SUBDIVISION POLICY

Land in PORT/TERMINAL areas shall only be subdivided in accordance with the standards of the responsible authority.

PORT/TERMINAL AREAS



The strength of the Lower Mainland's economy is directly related to the efficiency of such ports as Vancouver harbour, Roberts Bank and the Fraser River and such airports as Vancouver International Airport and Abbotsford Airport. It is therefore appropriate that the region's ports and air terminals be explicitly recognized and policies established that will ensure their continued viability.

The identification of major PORT/TERMINAL areas and provisions for limiting their use to those related to the trans-shipment of goods and people is the concern of the PORT/TERMINAL area policies and designation. While the plan's provisions are supportive of port and airport functions they also recognize that many of these areas are also environmentally sensitive and occupy good agricultural land. They emphasize the need for full utilization of existing port areas before new areas are developed. The policies require that no significant negative environmental impact will result from any extension or creation of a PORT/TERMINAL area. Because ports and terminals are major trans-shipment points, their links to the regional transportation network is a fundamental concern which is reflected in the policies for establishing new PORT/TERMINAL areas.

TRANSPORTATION NETWORK POLICIES

GENERAL POLICIES

RESERVE

- a continuous network of transportation routes.

ENSURE

- interim uses of future transportation routes do not preclude eventual development of a transportation facility.

SUPPORT

- the acquisition of transportation rights-of-way.

APPLICATION POLICY

The Transportation network policies apply to all regionally significant rights-of-way including the following:

- provincial highway rights-of-way as defined by the Highways Act;
- major municipal highway rights-of-way as defined by the eligibility guidelines of the Revenue Sharing Act;
- municipal road rights-of-way determined by responsible authorities to be of regional signficiance;
- rapid transit rights-of-way; and/or
- rail rights-of-way.

Regionally significant transportation rights-of-way are shown as RESERVED RIGHTS-OF-WAY on the transportation network map. Where the location of a new right-of-way or the designation of an existing right-of-way as regionally significant is being considered, it may be shown as a CORRIDOR UNDER STUDY. If the need for a new route providing additional transportation capacity is agreed but a general location cannot yet be identified and agreed on, it may be shown on the transportation network map as ADDITIONAL CAPACITY REQUIRED.

RESERVED RIGHTS-OF-WAY or CORRIDORS UNDER STUDY may be added, deleted or modified or ADDITIONAL CAPACITY REQUIRED may be indicated on the transportation network map through the process of plan amendment provided that:

- the proposal is consistent with the above criteria for determining regional significance;
- the proposal is consistent with the policies of this plan and minimizes the disruption to existing communities, the consumption of agricultural land, the impact on the natural environment, and provides for the safe movement of farm vehicles in agricultural areas; and
- the proposal is consistent with travel demand projections.

IMPLEMENTATION POLICY

THROUGH THE PROVISIONS OF THIS PLAN

1. Notwithstanding the use policies of any land-area designation of this plan, areas within RESERVED RIGHTS-OF-WAY shall only be used for regional transportation uses except that in rights-of-way where a transportation facility has not been developed, interim uses that are consistent with the use policy of the land-area designation and that do not impair the future transportation use of the corridor may be permitted by the responsible authority.

2. Notwithstanding the subdivision policies of any land-area designation of this plan, areas within a RESERVED RIGHT-OF-WAY shall only be subdivided if an appropriately located right-of-way sufficient to maintain the regional transportation use is reserved.

3. Applications for a land-area redesignation of any area containing a RESERVED RIGHT-OF-WAY shall be approved only if an appropriately located right-of-way sufficient to maintain the regional transportation use is preserved.

4. The use, subdivision or redesignation of lands within a CORRIDOR UNDER STUDY should be consistent with the possible future regional transportation use of those lands.

5. A consultative process shall be maintained among responsible authorities to establish agreed RESERVED RIGHTS-OF-WAY widths and to ensure that the use and subdivision of land adjacent to CORRIDORS UNDER STUDY and in areas of ADDITIONAL CAPACITY REQUIRED is consistent with the possible future regional transportation use of those lands.

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

6. The transportation policies and the RESERVED RIGHT-OF-WAY shown on the transportation network map shall be reflected in Official Community Plans and Official Settlement Plans and other development by-laws.

7. The subdivision and use of lands adjacent to RESERVED RIGHTS-OF-WAY, including siting of buildings should permit the convenient acquisition of additional right-of-way as required to secure the agreed right-of-way widths.

THROUGH THE ACTIONS OF THE PROVINCIAL GOVERNMENT

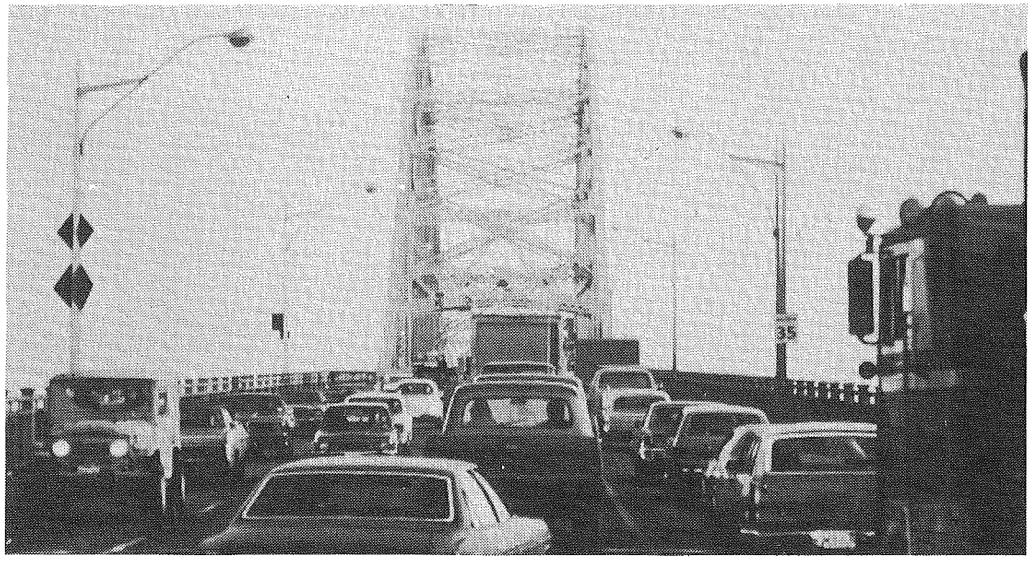
8. The acquisition of regionally significant rights-of-way where required should be supported.

9. Provincial arbitration of inter-regional disagreements over rights-of-way locations may be supported.

10. Approved network plans prepared under the eligibility guidelines of the Revenue Sharing Act should reflect the transportation network policies and the RESERVED RIGHTS-OF-WAY shown on the transportation network map.

TRANSPORTATION NETWORK

The realization of the development concept requires the support of an economical and efficient transportation network. In turn the network is dependent on the reservation of a continuous system of regional transportation rights-of-way for road, transit, rail passenger and goods movements. The transportation network policies and the transportation network map fulfill this requirement by identifying and preserving rights-of-way of regional significance. The location of possible new transportation routes where the need for additional capacity is identified



are also shown and work should continue to reach agreement on the corridors under study and in turn to redesignate them where appropriate as reserved rights-of-way by plan amendment.

The rights-of-way on the network map constitute a transportation network component of the Official Regional Plan as defined in the Municipal Act and under the eligibility guidelines for the Revenue Sharing Act. The right-of-way widths to be protected for roads and for rapid transit must be sufficient to accommodate regional transportation demands. The agencies responsible for developing the transportation facilities are also responsible to ensure sufficient right-of-way has been or will be reserved. Travel demand projections should be used as a guide for the number of lanes and minimum right-of-way required in each reserved right-of-way. A list of the right-of-way widths that have been agreed to be reserved will be maintained. Priority will be given to securing agreement on right-of-way widths where such agreement has not yet been reached.

Local transportation facilities are a permitted use in all land-area designations in this plan, but regional transportation facilities are to be located only in the corridors shown on the network map. The transportation network policies therefore supersede the use and subdivision policies of all land-area designations as they apply to land within developed and agreed corridors. Reserved rights-of-way cannot be used or subdivided in any manner that would preempt existing or potential regional transportation use of the right-of-way.

REGIONAL UTILITIES POLICIES

GENERAL POLICIES

ENSURE
- utilities are provided in existing and proposed service areas.
- utility service areas are compatible with regional development objectives.

RESERVE
- a continuous network of utility corridors.

ENCOURAGE
- multiple-use of existing utility corridors.
- multiple-use of lands, particularly for recreation and conservation.

APPLICATION POLICY

The regional utility policies apply to existing and proposed regionally significant utility corridors and utility service areas including:
- community water supply systems;
- community sanitary sewer systems;
- storm water drainage systems;
- major (130 or more kilovolts) electrical transmission lines;
- major gas and oil transmission lines; and/or
- areas served by public transit.

The location and types of regional utilities corridors and areas are shown on the regional utilities map. The regional utilities map may be amended by plan amendment provided:
- where a new service area is to be created or an existing service area extended the extension complies with the level of service appropriate to the intended land uses; and
- where a corridor or area is to be extended or created consideration has been given to:
  - minimizing disruption to farm communities and existing settlements;
  - minimizing visual and environmental impacts;
  - multiple-use of existing corridors and areas; and
  - are in accordance with the B.C. Environment and Land Use Committee "Guidelines for Linear Development".

IMPLEMENTATION POLICY

THROUGH THE PROVISIONS OF THIS PLAN

1. Regional sewer service areas should generally include only land designated for URBAN, URBAN RESERVE, INDUSTRIAL, PORT/TERMINAL or PARK uses.

2. Plan amendments concerning land use shall be reviewed to ensure that the proposal is consistent with the location and servicing capacities of the regional utility system.

3. Regional utilities should be located where appropriate within existing or proposed utility corridors shown on the regional utilities map. Regional utility corridors shall only be used or subdivided in a manner consistent with development of the utility corridor for utility purposes.

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

4. Official Community Plans, Official Settlement Plans and development proposals should be reviewed to ensure that proposals are compatible with the location and servicing capacities of the regional utility system.

5. Local by-laws establishing "specified" utility service areas or authorizing local servicing programs should provide only the level of service appropriate to the level of development specified in this plan.

6. The regional utility servicing capacity in any area should be provided in a manner which minimizes the long-term servicing costs considering the intended land uses for the area.

7. In order to preserve water quality, responsible authorities are encouraged to provide the degree of sewage and storm water treatment appropriate to the requirements of the receiving waters.

8. In developing storm water drainage systems responsible authorities should minimize the impact of storm water drainage systems on flow regimes and water quality in fish bearing streams.

9. Residential densities in areas to be served by transit should be at least 4 units per gross hectare (1.6 units per gross acre).

REGIONAL UTILITIES

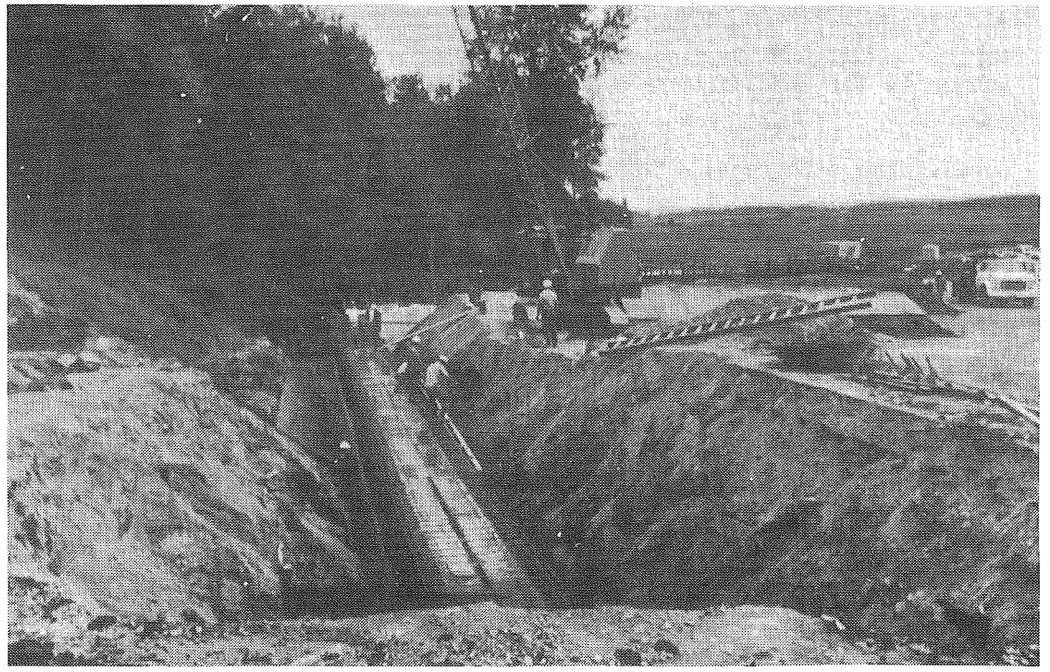
All agencies involved in development in the Lower Mainland must be able to use this plan as a guide to the most appropriate direction and timing of major investments. The regional utilities policies and map provide a link between the development strategy and the maintenance and improvement of the region's physical infrastructure for water supply, transit service, sewage treatment, solid waste disposal, and hydro, oil and gas transmission.

The purpose of these policies is to encourage the reservation of space for regional utilities and to improve coordination in their provision in relation to overall development. An explicit link is made in the policies to the British Columbia Environment and Land Use Committee "Guidelines for Linear Development" which outline a process and considerations for minimizing the environmental impact of transportation and utility corridor development.

The regional utilities map can be used to identify areas for development where service capacity exists, thus contributing to the plan's objective of fuller utilization of existing public investment. The regional utilities policies will encourage coordination in the capacity and timing of new facilities in relation to new development. Policies on the densities necessary to support economical transit service are also included. In addition to broad environmental objectives such as the preservation of water quality, the policies highlight important specifics such as the maintenance of flow regimes in fish-bearing streams.

Utility services are a permitted use in all land-area designations in this plan, but regional utilities should be located in regional utility corridors and service areas where appropriate.

The regional utilities map will be amended to show facilities as they are planned or constructed. Due consideration should be given environmental concerns and the level of service implied by the amendment should be compatible with the land-area provisions of the plan.



APPLICATION OF LAND-AREA DESIGNATION POLICIES IN SPECIAL CIRCUMSTANCES

Notwithstanding the land-area policies of this plan, the following provisions affecting use and subdivision may apply:

1. Parcel boundary adjustments

An area of land may be subdivided from a parcel and be simultaneously consolidated with an adjacent parcel of land, provided that:

- where it is to be used for residential purposes, the remainder of the original parcel shall be at least .8 hectares (2 acres) in area, unless a lesser area of not less than .2 hectares (.5 acres) is approved by the Medical Health Officer with respect to on-site sewage disposal; and
- in all respects other than parcel size, the remainder of the original parcel meets the development by-law requirements of the responsible authority for the intended use.

2. Subdividing a physically divided legal parcel

The separate parts of a parcel of land divided into two or more pieces by a public road, canal, water body or railway may be subdivided and registered under the Land Title Act.

3. Subdivision or use of a parcel divided by a designation boundary

Where a registered parcel of land is included in two or more designations having differing land-area policies as set out in this plan, each portion of such parcel shall be subject only to the land-area policies applicable to the designation in which such portion is situated as if it were a separately registered parcel of land.

4. Subdividing land for acquisition as a public park

Land in any designation may be subdivided into parcels which are less than the minimum parcel size prescribed by the subdivision policy of that designation provided:

- part of the land is to be conveyed to a responsible authority or agency having authority to establish, maintain and operate public parks or public recreation areas in the area in which the land is situated; and
- the number of parcels which are less than the minimum parcel size does not exceed the minimum number of parcels required to convey the lands required for public parks or public recreation area.

5. Dedication of land for community facilities

Where the minimum parcel size of the subdivision policy cannot be achieved due to the dedication of land for the purpose of a necessary community facility, the minimum parcel size may be reduced by an amount equivalent to the dedicated portion or portions of land but in all cases the new parcels shall generally reflect the subdivision policy of the appropriate land-area designation.

CONCLUSION

The general policies and implementation measures contained in this section provide a common framework for regional districts and municipalities to pursue the development strategy. Equally important, they provide an overall guide for other levels of government and the private sector in their development activities in the Lower Mainland.

Flexibility is a prime requirement of implementation measures of this kind, and many of the provisions of this part contain options or generalized standards which help to fulfil this need. In addition, the administration of the land-area policies and designations necessitates special provisions to cover special circumstances. These provisions are set out on the opposite page.

SUMMARY OF GENERAL POLICIES

The general policies of Part III express the regional boards' stance towards a particular concern. The interpretation of the stances taken is defined in more detail below while the policy concerns are summarized beginning opposite.

- RESERVE: to set aside or keep in store for a future or special use.
- LIMIT: to restrict by establishing specific bounds beyond which something is not authorized to continue.
- MAINTAIN: to keep in its existing state.
- ENSURE: to take action directed towards achieving desired results.
- ENCOURAGE: to stimulate action by others by instigating or advocating action.
- SUPPORT: to back actions taken by others or particular ways in which others take action. Distinct from "encourage" in that it approves of actions already taken or to be taken by others rather than instigating them.

RESERVE

- land best suited to urban development.
- sufficient urban land to satisfy future development requirements.
- the limited supply of industrial land for industrial development.
- sufficient industrial land to supply long-term needs.
- waterfront industrial areas for water-oriented industrial uses.
- existing and future port and terminal areas.
- agricultural land in large, contiguous areas.
- a limited number of rural areas for long term rural use.
- areas of significant recreation potential or high biological productivity.
- areas required to produce the region's renewable resources.
- community water supply watersheds.
- a continuous network of transportation corridors.
- a continuous network of utility corridors.
- sufficient areas to meet solid-waste disposal needs.

LIMIT

- development of land for which the best use is not yet determined.
- settlement and subdivision in areas of natural hazard.
- development in areas with difficult site features and areas of geologic hazard.
- developments that preclude the future availability of aggregate resources.
- non-farm uses in farm areas.
- all uses incompatible with recreational development in resort areas.
- the extent of resort development to levels compatible with the preservation of natural assets and amenities.
- further urban development on the floodplain.
- further urban development on agricultural land.
- further industrial development on the floodplain.
- further subdivision on the floodplain.
- subdivision in areas with inadequate access

MAINTAIN

- undeveloped industrial land in large parcels.
- access to port and terminal areas.
- environmental quality.
- a balance and variety of biological systems.
- water quality and flow regimes at levels suited to the preservation and protection of aquatic and wildlife resources.

ENSURE

- the development of vacant or redevelopment of low density uses in existing urban areas before developing new areas.
- an orderly supply of land for urban development.
- staged development of new urban areas.
- urban areas are developed with full services.
- suburban areas are developed with public services appropriate to the intended pattern and intensity of development.
- uses and development patterns in future urban areas are compatible with eventual urban development.
- an orderly supply of land for industrial development.
- incompatible uses do not encroach into existing industrial areas.
- uses and development patterns in future industrial areas are compatible with eventual industrial development.
- existing port and terminal areas are fully utilized before new areas are established.
- incompatible uses do not encroach into port and terminal areas.
- priority is given to the needs of farming in farm areas.
- most effective use of the natural assets on which resort development is based.
- adequate provision of regional transportation facilities and access to areas of new resort development.
- integration and compatibility of resort developments with adjacent lands including Provincial parks and Forest Reserves.
- adequate physical and community services are provided to support stable communities in resort areas in the long term.
- maintenance and improvement of public access to primary natural assets in the course of resort development.
- types of uses and densities are appropriate to a rural area.
- interim uses of future transportation corridors do not preclude eventual development of a transportation facility.
- utilities are provided in existing and proposed service areas.
- utility service areas are compatible with regional development objectives.
- new development on the floodplain is adequately floodproofed.

ENCOURAGE

- development of well organized urban areas.
- development of compact urban communities at higher densities.
- a diversity of densities appropriate to the needs and lifestyle preferences of the population.
- infill and renewal of urban areas.
- a variety of housing types in urban areas.
- the provision of adequate and affordable housing.
- residential development patterns which respect unique landscape features and offer a suitable transition between cities and towns and countryside and farm areas.
- development of urban areas that can be easily and economically served by public transit.
- energy efficient residential development.
- more intensive use of industrial areas.
- preparation of local plans which minimize any harmful impact of industrial development on existing and planned urban and rural communities.
- coordinated servicing of industrial land in anticipation of demand.
- processing of resources close to their point of origin within the region wherever possible.
- continued development of Downtown Vancouver as the primary business, commercial and cultural centre of the region.
- development of Burnaby Metrotown, Downtown New Westminster, Coquitlam, Whalley-Guilford, Langley City, Abbotsford-Clearbrook, Haney, downtown Mission, and Chilliwack as centres of growth in office employment, shopping and cultural facilities.
- the location of major retail facilities in centres rather than in out lying areas.
- the location of cultural facilities and office employment in centres.
- a full range of housing choice in proximity to centres.
- concentrations of high and medium density housing in centres.
- centres as a focus for transportation, particularly transit.
- developments that facilitate easier pedestrian movement in centres.
- non-soil bound agriculture to be located on lower capability land.
- maintenance of integral farm units.
- control of storm water discharge from developed areas onto farmland.
- forestry, fishing, mining and other natural resource development as key elements of the region's economy.
- reclamation and rehabilitation of depleted resource extraction sites.
- maximum cooperation among all public agencies and private developers in planning resort developments.
- multiple-use of existing utility corridors.
- port development in areas that do not have ecological or recreational significance.
- development of acquired park areas.
- development and implementation of floodplain management programs, including public awareness of the potential economic, social and other dangers of floodplain development.
- programs to maintain clear river flows and to minimize river bank erosion.
- increased public access to recreation features through the use of a variety of techniques.
- multiple-use of lands, particularly for recreation and conservation.
- developments to respect areas of high visual amenity.

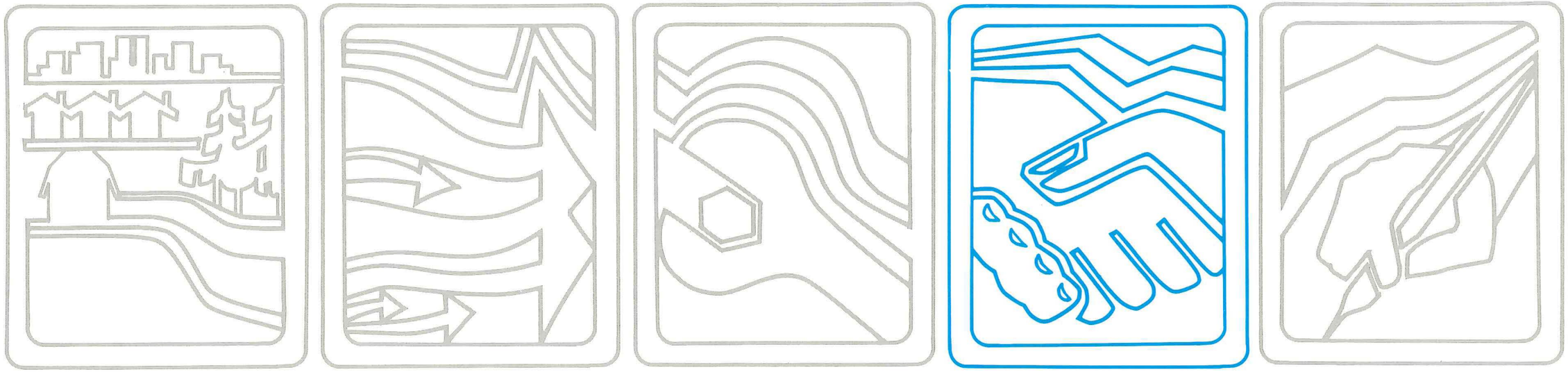
SUPPORT

- preservation and enhancement of farmland.
- farming as a way of life, a source of food, a component of the regional economy and an integral part of the regional environment.
- preservation and enhancement of lifestyle and economy of canyon rural and hamlet settlements in appropriate locations.
- the acquisition of parkland.
- development of a system of regional trails linking major recreation features.
- the acquisition of transportation corridors.

PART IV

LOWER MAINLAND PLANNING COORDINATION

NOTE: Part IV is an expression of the Board's general objectives with respect to Lower Mainland planning coordination and plan amendment but does not form part of the Official Regional Plan. Existing legislation and separate Regional District by-laws set out procedures for plan amendments.



LOWER MAINLAND PLANNING COORDINATION

The development of the Lower Mainland is a dynamic process which shows little respect for municipal or regional district boundaries. Its management requires a plan and a planning process which are capable of addressing the requirements of the region as a whole as well as the particular needs and aspirations of the region's diverse local communities.

The Official Regional Plan Update process which produced this revised plan brought these local and regional perspectives together for the first time in more than ten years and combined them with the strong participation and support of the provincial government. One of the key conclusions of this process is that a continuing capability for Lower Mainland planning coordination is needed to assess the performance of the updated plan and to carry out the amendments, adjustments and revisions which will be needed as circumstances change.

This coordination involves the following tasks:

- monitoring development trends in the region in relation to the plan's objectives and development strategy;
- ensuring that a Lower Mainland perspective is brought to bear where appropriate in the process of plan amendment; and
- carrying out periodic reviews, adjustments and updates of the plan.

This Part of the plan describes the procedures and mechanisms established by the provincial government and the four regional boards to carry out these tasks. These provisions are based on the following requirements:

- provide maximum possible local autonomy and accountability to the electorate within the regional framework;
- ensure the speediest possible decision-making process on plan amendments;
- minimize the cost of maintaining the Lower Mainland plan and prevent duplication among planning activities at various levels of government; and
- provide scope for coordination between Lower Mainland planning and the major relevant federal, provincial and regional agencies.

LOWER MAINLAND PLAN COORDINATING COMMITTEE AND TECHNICAL LIAISON COMMITTEE

The Lower Mainland Plan Coordinating Committee, formerly the Lower Mainland Planning Review Panel, plays a key liaison and coordination role in carrying out these tasks. It brings together elected representatives of the four regional districts for the purpose of providing a continuing planning focus for the region.

The Plan Coordinating Committee is made up of the chairman of each regional board plus one other board member chosen by each board.

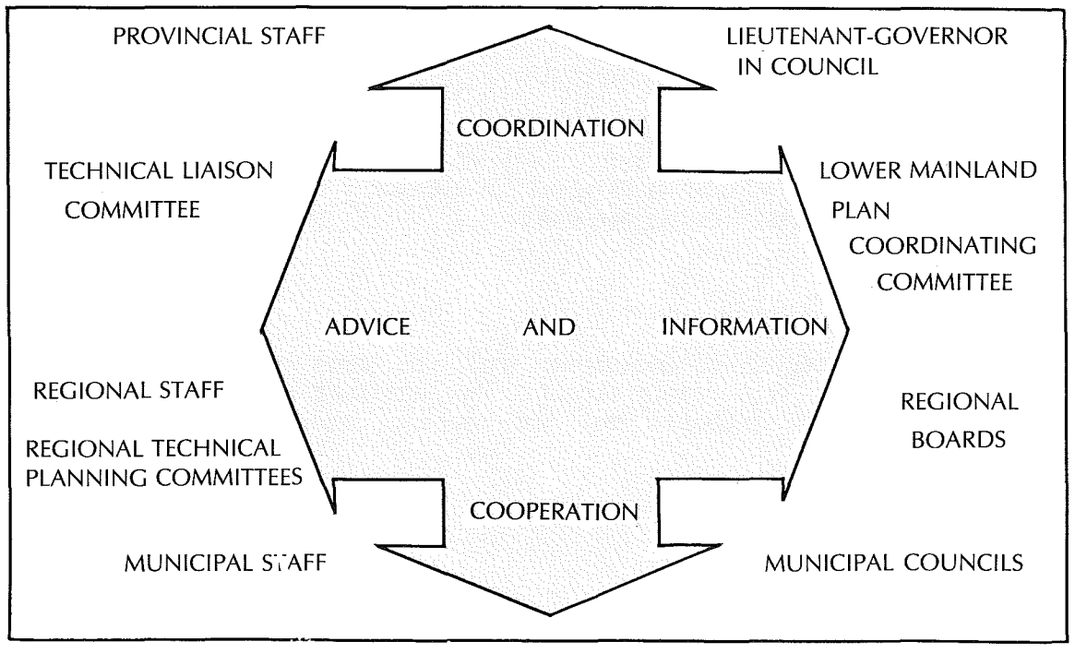
The Committee is to have the following responsibilities:

- initiating and coordinating plan reviews, updates and other joint work on planning problems of a Lower Mainland-wide nature;
- monitoring development trends and plan amendments and reporting annually to the four boards and the provincial government on their implications for the Lower Mainland plan;

- reviewing major plan amendment proposals and reporting its findings to the appropriate regional board or to the four boards and the provincial government in accordance with the amendment procedure outlined below; and

- maintaining a central registry of the Official Regional Plans of the four regional districts as amended and of other information relevant to the overall development of the Lower Mainland.

PLANNING COORDINATION BODIES



The Lower Mainland Plan Coordinating Committee is to be assisted and advised by a Technical Liaison Committee made up of the following representatives:

- the senior planning official of each regional district;

- a municipal member of each regional district's Technical Planning Committee chosen by that Committee;

- a maximum of three senior provincial planning officials appointed by the Lieutenant-Governor in Council; and

- an observer representing the federal government.

The Lower Mainland Plan Coordinating Committee is empowered to determine its own procedures by by-law and to specify the role and duties of the Technical Liaison Committee. The provincial government pays one-third of the administrative costs of the Plan Coordinating Committee and Technical Liaison Committee. The remainder is shared among the regional boards in proportion to their population.

MONITORING

Joint planning for the Lower Mainland must be based on a monitoring of development trends and problems so that joint action can be taken promptly. This requires consistent, regularly compiled information on population changes, land availability for various uses, housing supply and vacancy rates, travel demand patterns and overall development trends. The

PLAN AMENDMENT

This plan may be amended in order to maintain its effectiveness as a policy for the development of the region. All plan amendments shall comply with the Lower Mainland development objectives, the development strategy and general policies of this plan. Such amendments shall be made according to the following procedure which is established in Supplemementary Letters Patent and the procedural by-laws of the regional boards.

MAJOR AND MINOR AMENDMENTS

1. A major amendment is any text amendment, or any modification of a land-area designation on the plan map which has Lower Mainland-wide implications because the proposed amendment:

- involves land adjacent to the common boundaries between the Central Fraser Valley, Dewdney-Alouette, Fraser-Cheam and Greater Vancouver Regional Districts;
- would, in the opinion of the Technical Planning Committee, have a significant effect on regional transportation facilities, the regional economy or environmental quality;
- involves an area 40 hectares (100 acres) or greater in size;
- is a modification of the transportation network map involving a corridor that crosses regional district boundaries or involving a modification that would, in the opinion of the Technical Planning Committee, have a significant effect on inter-regional transportation flows; or
- purports to correct a situation where, according to further studies, a land area was not designated for its most suitable use and is included in the wrong land-area designation on the plan map.

2. All other plan amendments are minor plan amendments, including:

- a modification of a land-area designation on the plan map which complies with the designation policy of the proposed land-area; or
- a modification of the centres, floodplain, natural assets, transportation network, or regional utility maps which complies with the appropriate application policy.

PLAN AMENDMENT PROCEDURE

This plan where amended shall be amended in accordance with the following provisions:

1. Applicants

An application for plan amendment may be submitted by the regional board, a member municipality, the provincial government, the federal government or any of their ministries or agencies.

2. Applications

An application for plan amendment shall be made in writing to the secretary of the regional district. The application shall contain a description of the proposal and the reasons for requesting the plan amendment.

(continued on p. 94)

compilation and analysis of this information is a key responsibility of the Lower Mainland Plan Coordinating Committee. Monitoring will help to identify the need to respond to development patterns by altering designations through plan amendment. In particular, the monitoring function will establish a basis of rational, objective information to assist municipalities, regional boards and the Provincial Agricultural Land Commission in assessing applications for exclusion of lands within the Agricultural Land Reserve in the Lower Mainland.

PLAN AMENDMENT

The procedure for amending this updated plan is set out formally in the section beginning on the opposite page. This procedure is incorporated in Supplementary Letters Patent and in the procedure by-laws of the four regional boards; it is reproduced here for ease of reference. The amendment provisions of the 1966 plan have been clarified and simplified. Because of the increased scope for local planning provided within the plan, the need for plan amendments will be reduced.

Most amendment applications will be processed more quickly because regional boards will be able to make minor amendments to the plan without involving the Lower Mainland Plan Coordinating Committee. Boundary adjustments may be made as minor amendments to fine-tune designations by bringing AGRICULTURAL areas into line with the Agricultural Land Reserve boundary or the URBAN areas in line with the floodplain. Minor amendments include changes to a designation which comply with the designation policies in Part III.

Major amendments are those which have implications for the whole Lower Mainland because of the amount of land involved, its location, the involvement regional transportation, economic or environmental implications, or other similar factors. The procedures ensure that these major amendments receive the thorough consideration they require, but the ultimate decision on a plan amendment continues to lie with the regional board having jurisdiction over the lands involved.

Amendment applications may be initiated by any governmental body with jurisdiction in the Lower Mainland. They are to be filed with the secretary of the regional district in which the subject lands are located. All amendments must be reviewed by the regional Technical Planning

3. Pre-conditions to Regional Board Consideration

Prior to consideration of the plan amendment application by the board:

a) the proposed plan amendment shall be submitted to the regional Technical Planning Committee for evaluation, review and a report on the effects of the proposed amendment and its compliance with the policies of this plan;

b) if the proposed amendment is a major plan amendment or if requested by a responsible authority, it shall be submitted to the Lower Mainland Plan Coordinating Committee for a review and report on the effects of the proposed amendment on the development objectives and development strategy for the whole of the Lower Mainland area. The Technical Liaison Committee shall advise and assist the Plan Coordinating Committee with its review;

c) when the Plan Coordinating Committee is of the opinion that a proposed plan amendment is of particular significance to more than one regional board or to a provincial agency, the Plan Coordinating Committee shall seek the advice of such regional boards and provincial agencies. The Committee may include their recommendations in its report, which may be forwarded to any regional board or provincial agency for information. The Plan Coordinating Committee may table an amendment for no more than 60 days for the purpose of seeking such advice; and

d) the regional board may provide opportunity for public comment or comment of member municipalities or electoral areas on a proposed plan amendment.

4. Regional Board Consideration

When the regional board considers a plan amendment application the secretary shall report all pertinent information to the board, including the advice of the Technical Planning Committee, Plan Coordinating Committee, any affected municipality or electoral area director and any member of the public as the case may be. The secretary of the regional district shall notify the applicant and the Plan Coordinating Committee in writing of the board's decision. The secretary shall maintain a copy of the plan together with all amendments for public viewing and shall notify annually all member municipalities and electoral area directors of amendments to the plan. In accordance with section 187 of the Municipalities Enabling and Validating Act, a plan amendment involving floodplain lands shall not be approved by the regional board until the approval of the Minister of Municipal Affairs is obtained.

5. Reconsideration

An application for plan amendment that has not been approved shall not be reconsidered by the regional board within a period of twelve months following the board's decision unless in the opinion of the board circumstances pertinent to the proposed amendment have significantly changed since the application was not approved.

Committee prior to their consideration by the regional board. Major amendments also require review by the Lower Mainland Plan Coordinating Committee as to their implications for the development objectives and strategy of the Lower Mainland plan. The Plan Coordinating Committee must report its findings and recommendations on an application to the regional board which decides on the application. In addition, the Committee may seek the advice of other regional boards or appropriate provincial agencies on an application, and it may report its findings to any or all of these bodies. The Committee may table an application for up to 60 days for the purpose of seeking such advice.

The responsibility for securing comments on an application from member municipalities, electoral areas and the general public lies with the regional board which will decide on the application. These comments and those of the Technical Planning Committee and Lower Mainland Plan Coordinating Committee are to be reported to the board at the time it considers the application.

Applicants are to be notified in writing of a board's decision on an application. Plan amendment applications shall not ordinarily be reconsidered within a year of the regional board's decision. A right of appeal with respect to a board's decision on a plan amendment is available to municipal councils and electoral area directors under the general provisions of section 819 of the Municipal Act.

PLAN REVIEWS AND UPDATES

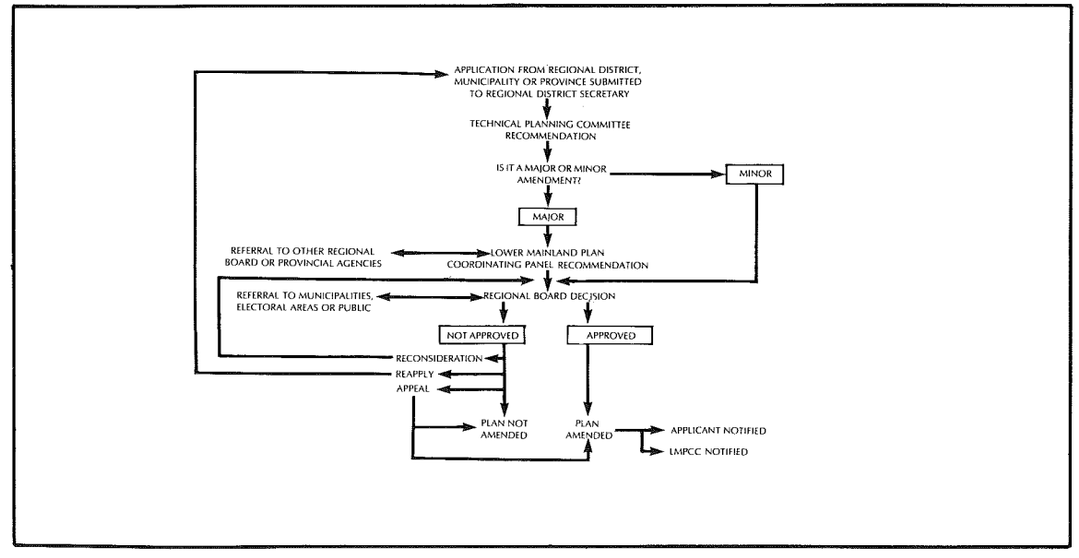
Periodic review and updating of this plan will be necessary as the development of the Lower Mainland proceeds. The need for such action will be reduced by the planning coordination and plan amendment processes established as a result of the most recent update. In ordinary circumstances, a plan review and update should be considered every five to ten years.

It is the responsibility of the Lower Mainland Plan Coordinating Committee to initiate and supervise plan reviews and updates.

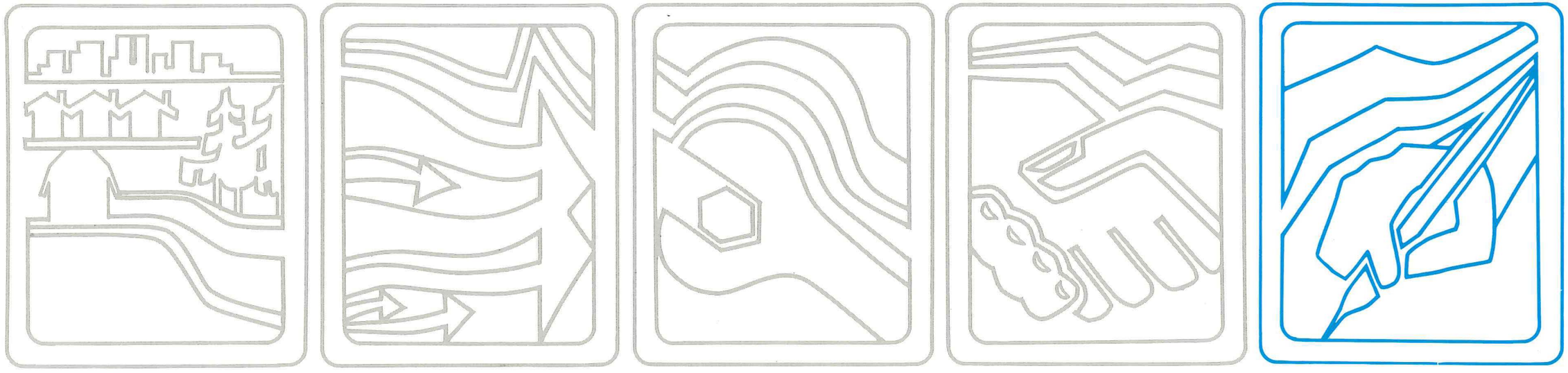
CONCLUSION

The joint planning process described in this part of the Lower Mainland plan is as important as any of the plan's substantive provisions. Only through such a continuing process of cooperative planning can the Lower Mainland's local communities, regional districts and provincial agencies work together effectively with others in the region to implement the plan's objectives and development strategy.

PLAN AMENDMENT PROCEDURE



EFFECT AND INTERPRETATION



EFFECT AND INTERPRETATION

LEGISLATIVE BASIS FOR OFFICIAL REGIONAL PLANS

This section describes the legal effect of this plan. As in previous sections, the legally-exact wording of these provisions is on the left-hand pages while an explanation in everyday terms is on the right-hand pages.

This plan is an update of the plan adopted by the Lower Mainland Regional Planning Board in 1966, approved by provincial Order-in-Council and designated as the Official Regional Plan of the four regional districts in the Lower Mainland on April 1, 1969. This updated Lower Mainland plan is not only a statement of the objectives of the four boards with respect to the development of the Lower Mainland, it is also a framework for joint planning in the Lower Mainland as a whole. Like the 1966 plan, this updated plan constitutes the basic text of the Official Regional Plan for each regional district.

The text of Parts I, II, III, and IV is identical in each of the four plans. The provisions of Part V differ among the regional plans in that different planning areas and effective dates of the plan are needed as a consequence of the adoption of this plan by each regional district as an Official Regional Plan amendment. The Schedules of Part VI are prepared and maintained by each regional district in accordance with the provisions of Part III.

The enactment by by-law of this plan constitutes an amendment to the Official Regional Plan now in force and the continuation and refinement of the policies set out in that plan. The effective date of the Official Regional Plan is the date of enactment of such a by-law by the regional board.

RELATIONSHIP OF THE OFFICIAL REGIONAL PLAN TO THE REGIONAL BOARD, MEMBER MUNICIPALITIES AND THEIR AGENCIES

The plan establishes a basis for actions by the regional board and provides a framework for regional district and local planning. It does not, however, commit the regional board or local authorities to undertake any work outlined in the plan. The plan provides a basis for preparation of Official Community Plans and Official Settlement Plans and for the enactment of other development by-laws. Such plans and by-laws should implement the provisions of the Official Regional Plan not merely by conforming to its provisions but by building on them. Local plans may also form part of the supporting evidence for plan amendments, particularly with respect to the URBAN, URBAN-2, URBAN RESERVE, CANYON HAMLET, RURAL and RESORT land-area policies in Part III where additional flexibility in use and subdivision policies can be obtained through a plan amendment supported by an Official Community or Settlement Plan. A clause dealing with the staging of bringing such an Official Community or Settlement Plan into place is contained on the following page.

EFFECT OF THE OFFICIAL REGIONAL PLAN

APPLICATION

The provisions of the Official Regional Plan apply to the whole of the regional district as described in Letters Patent (except in the case of the Greater Vancouver Regional District where Bowen, Passage and Bowyer Islands are the planning responsibility of the Islands Trust).

EFFECTIVE DATE

This Official Regional Plan constitutes a continuation and refinement of the Official Regional Plan for the Lower Mainland Planning Area enacted in 1966 and transferred to the regional district as of April 1, 1969. The effective date of the Official Regional Plan is hereby established as the date of this amendment .

EFFECT OF THE OFFICIAL REGIONAL PLAN ON THE REGIONAL DISTRICT, MEMBER MUNICIPALITIES AND OTHER LEVELS OF GOVERNMENT

1. In accordance with the provisions of the Municipal Act, the regional board, member municipalities and their agencies shall comply with the policies of the Official Regional Plan as follows:

(a) A development by-law (including an Official Community Plan, Official Settlement Plan or zoning by-law) enacted prior to the effective dates of this plan is not altered by this plan.

(b) Where a development by-law enacted prior to the effective dates of this plan is amended, the amending by-law shall conform to the provisions of the Municipal Act in relation to Official Regional Plans.

(c) Where a portion of an URBAN area or an URBAN-2 area is already developed without a community water supply system and/or community sanitary sewer system as of the effective date of this plan, a responsible authority may establish such subdivision standards as are required to allow for similar development and rezonings in such areas provided;

- this provision is not applied to more than 40 hectares (100 acres) in the affected municipality or electoral area that is designated either URBAN or URBAN-2;
- the approval of the Medical Health Officer has been obtained with respect to water supply and sewage disposal;
- there is an undertaking to prepare an Official Community Plan or Official Settlement Plan within three yeas of adoption of this plan which establishes the method and timing of the provision of water and sewer services to the subject area;
- this provision is not applied after December 31, 1983; and
- this provision is not applied to URBAN or URBAN-2 areas created or extended after the date of adoption of this plan.

(d) A development by-law adopted after the effective dates of this plan shall conform to the provisions of the Municipal Act in relation to Official Regional Plans.

(e) Notwithstanding the above, a non-conforming use may be rezoned to render it a conforming use even though the new zoning is not in conformity with the use policy for the land-area designation in which it is located, provided that:

- the use was legally established on the site prior to the effective dates of this plan;
- no extension of the non-conforming use is provided for by rezoning that would contravene the use policy for the land-area designation;
- the rezoning applied only to that portion of the parcel in which the nonconforming use is situated that is a part of and necessary to that use; and
- the use is not in a floodplain.

2. Any provision enacted or work initiated which would impair or impede the realization of all or part of the objectives of the Official Regional Plan constitutes a violation of the Municipal Act (s.812)

- Whereas this plan refers to an Official Community Plan or Official Settlement Plan in respect to the SUBDIVISION and/or USE policies for URBAN, URBAN-2, URBAN RESERVE, RURAL, CANYON HAMLET or RESORT Areas, the reference shall be taken to mean an Official Community Plan or Official Settlement Plan that has received at least two readings and,

(continued on p. 102)

The Municipal Act provides that the board or councils may not "enact a provision or initiate works which would impair or impede the ultimate realization of all or part of the objectives of an Official Regional Plan."

By-laws enacted prior to the effective date of the Official Regional Plan are not legally affected by the plan unless they are to be amended, but all development by-laws should be brought into conformity with the plan. Regional boards are prepared to assist municipalities in securing such conformity. Any amendment to an existing local by-law shall conform with the provisions of the Municipal Act with respect to this Official Regional Plan. An exception in the case of rezoning of uses established prior to the effective dates of the plan is provided for.

RELATIONSHIP OF THE OFFICIAL REGIONAL PLAN TO FEDERAL AND PROVINCIAL GOVERNMENTS

The successful implementation of this plan requires the support of the provincial and federal governments and their agencies. This can best be achieved by their participation as appropriate in the Lower Mainland planning coordination process.

Specifically the provincial and federal governments are expected to:

- endorse the plan as the regional framework for their programs and policies;
- inform the Lower Mainland Plan Coordinating Committee of programs and projects which will affect the realization of the local government goals embodied in this plan;
- consult with local government regarding the integration of the objectives of all levels of government; and
- foster and enter into intergovernmental agreements with respect to key regional features or areas (eg. the Fraser River estuary) and key elements of the Lower Mainland plan (eg. its transportation provisions).

The land-area policies, designations and other implementation measures of the Official Regional Plan do not apply in most cases to lands owned by federal and provincial governments or to Indian reserves, but the provisions of this plan should be taken into account by these bodies as an expression of regional policy. If a development is considered that would be contrary to the Official Regional Plan, an application for a plan amendment should be initiated. The plan amendment process provides a suitable forum for discussion of the regional impact of such proposals.

INTERPRETATION

Critical to the successful implementation of the plan is the correct interpretation of its terminology. The following sections of the plan provide a definition of specific terms and an explanation of use of metric and imperial measurement units.

subject to the amendment of the Official Regional Plan, the Regional Board will ensure that the Official Regional Plan amending provisions are contingent upon final adoption of the Official Community Plan or Official Settlement Plan.

3. In accordance with the provisions of the Municipal Act (s.813), the adoption of the Official Regional Plan does not commit the regional board, member municipalities or their agencies to undertake any of the projects herein suggested.

4. The provincial government, federal government and their ministries and agencies should comply with the policies of the Official Regional Plan as follows:

- the objectives, development concept, development strategy and general policies of this plan should be endorsed;
- the policies of this plan should be reflected in intergovernmental agreements affecting the Lower Mainland region; and
- the policies of this plan should be used as the basis for land-use decisions.

Notwithstanding the above, it is recognized that:

- the policies of the Official Regional Plan are limited in their application to lands held by the provincial or federal goverments or their ministries or agencies or to Indian reserves. Nevertheless, if a development is proposed for these lands which would be contrary to the policies of this plan then the responsible authority should make application for plan amendment as set out in Part IV of this plan; and
- the provincial or federal governments and their agencies and Indian bands are not committed by endorsing this plan to undertake any of the projects herein suggested.

INTERPRETATION

USE OF METRIC MEASUREMENTS

All measurements in this plan are expressed in metric units in conformity with Canada's conversion to the metric system of measurements. Due to the familiarity still enjoyed by the imperial system of measurement, approximate imperial equivalents have been added. These imperial measurements are included for convenience only and do not form a part of the Official Regional Plan. They are not arithmetic equivalents. Units of one system cannot be converted mathematically into units of the other.

TERMINOLOGY

The following terms used in this plan shall have the meaning stated:

"Agency" means a governmental and/or administrative body, operating in part or in total within the region, that is established by or responsible to, in part or in total, a member municipality or municipalities, a regional district, the Province of British Columbia, the Government of Canada or any combination thereof.

"Agricultural Land Reserve" means land that is designated as such under section 8 of the Agricultural Land Commission Act by order-in-council and is subject to the provisions of the Agricultural Land Commission Act of the Province of British Columbia and regulations thereto.

"Agriculture and Farming" means the use of land for the growing, rearing, producing and harvesting of agricultural products, includes the complete processing on an individual farm of the products harvested, reared or produced on that farm only; and includes fish farms.

"Commercial Outdoor Recreation Use" means a commercial establishment intended to serve primarily the regional population; includes golf courses and driving ranges, marinas, ski resorts, zoos and game farms; excludes major public assembly uses such as stadiums and race tracks.

"Community Sanitary Sewer System" means a system of underground works of sufficient capacity to carry domestic effluent from an area and which serves two or more parcels of land and is connected to a treatment and disposal plant as permitted by the Pollution Control Board and which is owned, operated and maintained by an agency.

"Community Water Supply System" means a system of waterworks providing a continuous supply of potable water from a central source in quantities sufficient to meet domestic and fire protection needs as approved by a responsible authority and serving two or more parcels of land.

"Conservation Use" means the preservation and protection of natural resources and assets in their natural state including the habitat of birds, fish and other wildlife.

"Contiguous", when applied to two areas of development, means that they touch or abut each other.

"Country Residential Use" means the use of land for residences at a maximum density of one dwelling unit per parcel or, if the clustering provisions for RURAL areas are applicable, the equivalent dwelling density.

"Create" means the enlarging of a land-area designation by adding non-contiguous areas to it.

"Designation" means the area of land to which the land-area policies of Part III apply.

"Development By-law" means an enacted provision of a responsible authority which affects the development of any land within the area covered by this plan; includes all Official Community and Settlement Plans, zoning by-laws, subdivision by-laws, building regulations, sanitary regulations, and capital works programs.

"Development Trends" means the rate, location, type, pattern and course of urban or industrial development and the social, economic, fiscal and environmental impacts of such development on a community and the region.

"Dwelling" means a structurally separate set of living quarters with a private entrance from outside or from a common hallway.

"Electoral Area" means an area within a regional district which is not within a municipality.

"Equivalent Gross Dwelling Unit Density" means the number of dwelling units within an area is the same as the total number of dwelling units that might be realized in the area if it were subdivided in conformity with the subdivision policy of this plan and one dwelling unit were built on each parcel; it is the total area of a parcel or parcels divided by the specified minimum parcel size of the land-area designation in which the parcel is situated.

"Equivalent Net Dwelling Unit Density" means the number of dwelling units within an area is the same as the total number of dwelling units that might be realized in the area if it were subdivided in conformity with the subdivision policy of this plan and one dwelling unit were built on each parcel; it is the total developable area of a parcel or parcels divided by the specified minimum parcel size of the land-area designation in which the parcel is situated.

"Extend" means the enlarging of a land-area designation by adding contiguous areas to it.

"Floodplain" means an area of land, whether floodproofed or not, which is susceptible to flooding by a watercourse, lake, ocean or other body of water; it includes the area shown on the floodplain map of this plan.

"Floodproofing" means the alteration of land or structures and contents to minimize flood damage by raising the elevation of the land above the maximum elevation of the local flood level as determined by the British Columbia Ministry of Environment, or by the construction of buildings and structures to withstand the effects of flooding and flood waters, with all habitable floors located at elevations above the maximum local flood level as determined by the Ministry of Environment.

"Forestry Use" means the cutting and preliminary grading of forest products for shipment; includes temporary or portable sawmills or shake mills processing materials cut in the local area.

"Further Studies Indicate" means a study or studies that may form part of an Official Community Plan, Official Settlement Plan, Official Regional Plan amendment application or specific area or topic of study that indicates an area is wrongly designated or the inadequacy of a policy of this plan.

"Includes" is used to introduce specific examples that together are not to be considered necessarily as all-inclusive.

"Institutional Use" means major uses of land by governmental or administrative bodies, including military bases, sanitary landfill sites, sewage treatment plants, correctional facilities and community water reservoirs.

"Land" includes water areas.

"Light Manufacturing Use" means the manufacturing, processing or storage of primary agricultural, forest or mining products produced in the local area that are intended primarily for local consumption; includes sawmills, shake mills, agricultural or fish processing plants, and aggregate extraction and processing.

"Local Commercial Use" means a commercial establishment intended primarily to serve the day-to-day needs of the local population residing in the vicinity of the local commercial use.

"Local Public Use" means the use of land by a government or administrative body intended primarily to serve the day-to-day needs of the population residing in the vicinity of the local public use.

"Local Semi-Public Use" means the use of land by a religious organization, club, lodge, fraternal organization, society or association intended to serve the needs of the population residing in the vicinity of the local semi-public use; includes churches, daycare facilities, and meeting halls.

"Local Transportation Use" means a use of land providing for the movement of people and goods within the vicinity of the local transportation use

and for the movement to and from a regional transportation facility; includes construction and maintenance activities but excludes regional transportation uses.

"Lower Mainland" means the geographic extent of the Regional District of Fraser-Cheam, Dewdney-Alouette Regional District, Central Fraser Valley Regional District and Greater Vancouver Regional District. Lower Mainland is used interchangeably in this plan with "region".

"Major Public Assembly Use" means a commercial or public use which is intended to serve the regional population and which would have transportation requirements of regional significance; it includes stadiums, race tracks and fair grounds.

"Master Development Plan" means a broad scheme prepared by or on behalf of a developer showing the intended general layout, land uses, densities, servicing, circulation patterns and development phasing of a RESORT area.

"Member Municipality" means a municipality or electoral area which lies within the regional district.

"Multiple Residential Use" means the use of land for more than one dwelling unit per parcel.

"Official Community Plan" means a plan which has been prepared under the provisions of section 810 of the Municipal Act and adopted by by-law by a municipal council pursuant to section 711. It forms the basis for preparing land-use regulation by-laws in a municipality.

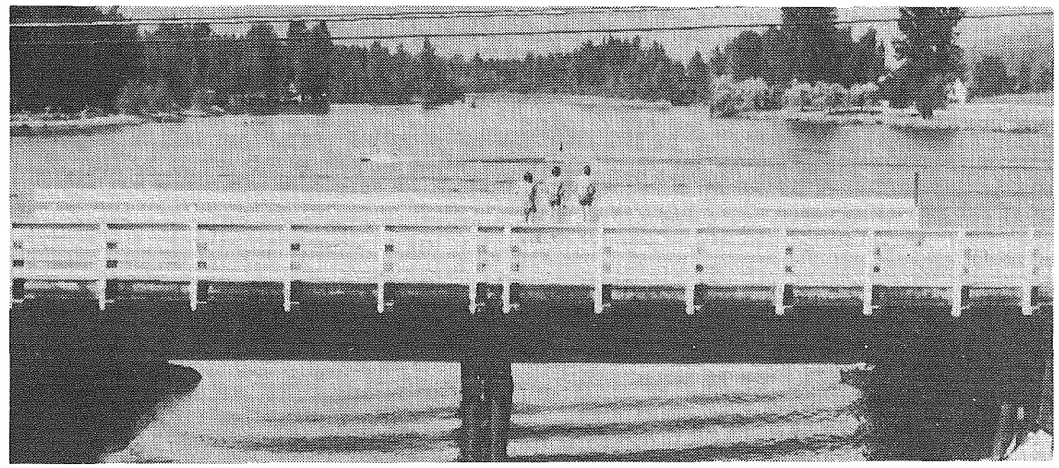
"Official Regional Plan" means a plan which has been prepared under section 807 of the Municipal Act and adopted by the regional board pursuant to section 808. In accordance with section 812 of the Municipal Act, the regional board and municipal councils or trustees may not enact any provision or initiate works which would impair or impede the ultimate realization of all or part of the objectives of the Official Regional Plan.

"Official Settlement Plan" means a plan prepared and adopted by a regional board by by-law pursuant to sections 809 and 810 of the Municipal Act which applies to all or parts of the electoral areas of a regional district. It forms the basis for preparing development by-laws in an electoral area.

"Parcel" means the smallest area of land designated as separate and distinct by a legally recorded plan or description filed under the Land Title Act.

"Plan Amendment" means a set of procedures established in Part IV of this plan which provides for the redesignation or modification of the schedules and certain policies of the plan.

"Plan Maps" means the set of maps forming part of the Official Regional Plan which delineates the boundaries of the land-area designations in Part III of the plan and described as Schedule A of the Official Regional Plan Designation By-law.



"Recreation Use" means public park, conservation, recreation; and other ancillary uses as permitted by the responsible authority; excludes commercial recreation uses.

"Redesignation" means a change in a land-area designation brought about through the plan amendment procedures of this plan.

"Regional Plan" means a plan prepared under the provisions of section 807 of the Municipal Act (see also Official Regional Plan).

"Regional Transportation Use" means a use of regional significance providing reasonably direct and continuous movement of people and goods between major commercial, industrial, institutional and recreational areas within or close to the region; includes construction and maintenance activities.

"Regional Transportation Oriented Commercial Use" means a use intended to serve the needs of those using a regional transportation facility; includes motels, hotels, trucking operations and service stations.

"Repair Use" means an activity providing for restoration to working order or good condition.

"Resource Extraction" means the extraction of aggregate materials and includes associated repair and processing uses such as asphalt plants and concrete batching plants.

"Responsible Authority" means a governmental and/or administrative body, operating in part or in total within the region, which is charged with or capable of enacting government provisions affecting the development of land or the construction of public works within the region; includes a member municipality, a regional district, the Province of British Columbia, the Government of Canada and their agencies.

"Subdivision" means the division or consolidation of land into parcels whether by plan, appropriate description or other means and registered under the Land Title Act.

"Technical Planning Committee" means a committee established under section 815 of the Municipal Act which is responsible for advising a regional board on planning matters of a legislative nature referred to it by the board.

"Trans-shipment Use" means the loading, unloading and temporary holding of people, goods or energy and such repair, administrative and commercial uses as are ancillary to this activity.

"Units Per Gross Hectare" means the average number of dwelling units in an area; included in calculating the area is all the residential area and the necessary neighbourhood services and facilities in the vicinity including schools, churches, shops, playgrounds, and other amenities and land taken up in local streets.

"Use" means the purpose for which any lot, parcel, tract of land, water area, building or structure is designed, arranged or intended, or for which it is occupied or maintained.

"Utility Use" means a use of land for major electrical, gas and oil transmission lines, major communication facilities and trunk water, sewer and storm drainage lines.

ABBREVIATIONS

The following abbreviations shall be used on the plan maps to denote a land-area designation:

URBAN AREAS	URBAN
URBAN-2 AREAS	URB-2
URBAN RESERVE AREAS	URB RES
INDUSTRIAL AREAS	IND
AGRICULTURAL AREAS	AGR
RURAL AREAS	RURAL
RESOURCE AREAS	RES
PARK AREAS	PARK
LIMITED USE AREAS	LIM
RESORT AREAS	RESORT
PORT/TERMINAL AREAS	TERM
CANYON HAMLET AREAS	CAN-HAM

AMENDMENTS TO
THE OFFICIAL REGIONAL PLAN

DATE APPROVED	BY-LAW No.	PAGE No. OR MAP SCHEDULE	REMARKS

AMENDMENTS TO
THE OFFICIAL REGIONAL PLAN

DATE APPROVED	BY-LAW No.	PAGE No. OR MAP SCHEDULE	REMARKS

Acknowledgements

The updating of the Official Regional Plans of each Lower Mainland Regional District was undertaken jointly by the Ministry of Municipal Affairs, the Central Fraser Valley Regional District, the Dewdney-Alouette Regional District, the Greater Vancouver Regional District and the Regional District of Fraser-Cheam. The Lower Mainland Planning Review Panel and the Minister of Municipal Affairs were the political steering body for the update; this group was given technical advice by the Official Regional Plan Update Technical Liaison Committee which was responsible at a staff level for preparation of the Plan for the Lower Mainland of British Columbia. The Technical Liaison Committee in turn was assisted by the Working Group made up of staff representatives from each Regional District and the Ministry of Municipal Affairs.
Major participants are listed below.

PROVINCE OF BRITISH COLUMBIA

Ministry of Municipal Affairs
Honourable W.N. Vander Zalm, Minister

LOWER MAINLAND REGIONAL DISTRICTS

Central Fraser Valley Regional District
W.C. Blair, Chairman
C. Wright, Vice-Chairman

H. DeJong
R. Easingwood
G.F. Ferguson
S.M. Fraser
R. Kirkwood
J. McDonald
E.L. Nundal

Dewdney-Alouette Regional District
J.W. Jeffery, Chairman
D.R. Sharpe, Vice-Chairman

J.J. Agnew
B. Appleby
A.C. Goold
N. Jacobsen
J.L. Kinneard
W. Laseur
A. Pelton

Greater Vancouver Regional District
A.H. Emmott, Chairman
J.L. Tonn, Deputy Chairman

V.C. Barrett
D.H. Bellamy
G.J. Blair
E. Burnett
M.S. Evers
B.M. Gerard
G.A.H. Helenius
D. Humphreys
R.W. Jacobs
W. Kennedy
T.R. Kirstein
G.R. Laking
J.E. Loucks
I.V. Mann
D.M. Mercier
P.C.D. Powell
H. Rankin
D.A. Ross
A.M. Stewart
J.J. Volrich
H. Weinberg
I.E. Young

Regional District of Fraser-Cheam
F.H. Bryant, Chairman
K. Gardner, Vice-Chairman

I. Corbett
L.G. Forman
J. Freeman
E. Grainger
R. Gray
P. Nash
S. Parberry
E. Pretty
G. Stapley
W.H. Welch

LOWER MAINLAND PLANNING REVIEW PANEL

J.W. Jeffery,	Chairman, Dewdney-Alouette Regional District
W.C. Blair,	Central Fraser Valley Regional District
F.H. Bryant,	Regional District of Fraser-Cheam
H. DeJong,	Central Fraser Valley Regional District
A.H. Emmott,	Greater Vancouver Regional District
J.L. Tonn,	Greater Vancouver Regional District
D.R. Sharpe,	Dewdney-Alouette Regional District
G. Stapley,	Regional District of Fraser-Cheam

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T. Becker,	Central Fraser Valley Regional District
J. Gilmour, & D. Robinson,	
R. Boyes,	Dewdney-Alouette Regional District, Technical Planning Committee Representative
D. Buchanan,	Greater Vancouver Regional District, Technical Planning Commitee Representative
P. Cave,	Regional District of Fraser-Cheam
G. Farry,	Greater Vancouver Regional District
G. Harkness,	Ministry of Municipal Affairs
R. Hayward &	Regional District of Fraser-Cheam,
R. Milton,	Technical Planning Committee Representatives
E. Karlsen,	Environment and Land Use Committee Secretariat
G. Sawicki &	Central Fraser Valley Regional District,
T. Tanner,	Technical Planning Committee Representatives
G. Hiscox,	Federal Government Observer, Canada Mortgage and Housing Corporation

Note: There was only one representative on the Technical Liaison Committee at any one time from the Central Fraser Valley Regional District, the Regional District of Fraser-Cheam Technical Planning Committee and the Central Valley Regional District Technical Planning Committee.

LOWER MAINLAND OFFICIAL REGIONAL PLAN UPDATE WORKING GROUP 1980

M. Fumalle,	Co-ordinator, Ministry of Municipal Affairs
K. Cameron,	Greater Vancouver Regional District
P. Cave,	Regional District of Fraser-Cheam
D. Robinson,	Central Fraser Valley Regional District
B. Smith,	Dewdney-Alouette Regional District
R. Taylor,	Greater Vancouver Regional District

OTHERS

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